2003

Virginia Department of Transportation Daily Traffic Volume Estimates Including Vehicle Classification Estimates

where available

Special Locality Report 127

City of Richmond

Prepared By

Virginia Department of Transportation Mobility Management Division

In Cooperation With

U.S. Department of Transportation Federal Highway Administration

Virginia Department of Transportation Mobility Management Division Traffic Monitoring Section

The Virginia Department of Transportation (VDOT) conducts a program where traffic count data are gathered from sensors in or along streets and highways and other sources. From these data, estimates of the average number of vehicles that traveled each segment of road are calculated. VDOT periodically publishes booklets listing these estimates.

One of these booklets, titled "Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes" includes a list of each Interstate and Primary highway segment with the estimated Annual Average Daily Traffic (AADT) for that segment. AADT is the total annual traffic estimate divided by the number of days in the year. This booklet also includes information such as estimates of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks; estimated Annual Average Weekday Traffic (AAWDT), which is the number of vehicles estimated to have traveled the segment of highway during a 24 hour weekday averaged over the year; as well as Peak Hour and Peak Direction factors used by planners to formulate design criteria.

In addition to the Primary and Interstate publication, one hundred books are published periodically, one for each of 100 areas across the state defined by VDOT for record-keeping purposes. These books include traffic volume estimates for roads within the county, cities, and towns within the area. These books are titled "Daily Traffic Volumes Including Vehicle Classification Estimates, where available; Jurisdiction Report numbers 00 through 99".

Also available are a number of reports summarizing the average Vehicle Miles Traveled (VMT) in selected jurisdictions and other categories of highways. There are many different ways to present traffic volume summary information. Because the user determines the value of each presentation, the reports have been redesigned based on user requests and feedback. The people at VDOT Mobility Management's Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

A compact disc (CD) is available that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. The CD includes the publications described above as well as a number of other reports, including specialized VMT summaries and smaller AADT reports for each city and town separately.

Publication Notes

Parallel Roads

For road inventory and management purposes, some roadways are counted separately by direction and have separately published traffic estimates for each direction of travel. Examples of such roadways are the interstate system and routes with separated facilities and (usually) one-way traffic facilities in urban areas. In these publications, they are referred to as parallel roads. As a convenience for the users of the publication, the listing for segments of roads with parallel segments are published with both the traffic estimates for their own direction of travel (e.g. I-95 Northbound) as well as the estimate of the total of all traffic on the same route including parallel roadways (all directions of I-95). The publication will have a "Combined Traffic Estimates for Parallel Roadways on this Route" or "Combined Traffic" identifiers for the combined direction of travel estimates.

Roadways such as I-395 with a North segment, a South segment and a separate Reversible lane segment will have the estimate for more than two parallel roadways included in the entire combined traffic estimate.

Some routes have very complicated paths through cities and towns. These parallel paths may be too complex to allow a relationship between nearby sections of the opposite direction on the same route. In this case, to indicate that the traffic estimates for such a road segment may not include all directions of traffic on that route, the line that would list the combined values will indicate "NA" for not available.

VDOT's traffic monitoring program includes more than 100,000 segments of roads and highways ranging from several mile sections of Interstate highways to very short sections of city streets. Due to problems experienced obtaining some traffic count data, and the level of quality necessary to maintain confidence in the data, no estimate is currently available for some segments of roadway. These segments are included in the publications indicating "NA" for not available. It is the intention of the VDOT's Mobility Management Traffic Monitoring group to obtain the data necessary and to report traffic volume estimates on all road segments included in these publications.

Many of the road segments in this program are local secondary roads. The amount and detail of data collected on these roads are not as great as the data collected on higher volume roads. The vehicle classification, average weekday traffic volumes, and the theoretical design hour traffic volumes are not calculated for these roads. The publications indicate "NA" for the information that is not available.

This publication is based on a traffic monitoring program initiated in 1997. Because the data collection techniques and statistical evaluation processes are different than those used in previous years, comparison with previous publications may be misleading.

Glossary of Terms:

Route: The Route Number assigned to this segment of roadway with the master inventory route number if this is an overlapping route, with official street or highway name if available.

Length: Length of the traffic segment in miles.

AADT: Annual Average Daily Traffic. The estimate of typical daily traffic on a road segment for all days of the week, Sunday through Saturday, over the period of one year.

QA: Quality of AADT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- H Historical Estimate
- M Manual Uncounted Estimate
- N AADT of Similar Neighboring Traffic Link
- O Provided By External Source
- R Raw Traffic Count, Unfactored

4Tire: Percentage of the traffic volume made up of motorcycles, passenger cars, vans and pickup trucks.

Bus: Percentage of the traffic volume made up of busses.

2Axle Truck: Percentage of the traffic volume made up of 2 axle single unit trucks (not including pickups and vans).

3+Axle Truck: Percentage of the traffic volume made up of single unit trucks with three or more axles

1Trail Truck: Percentage of the traffic volume made up of units with a single trailer.

2Trail Truck: Percentage of the traffic volume made up of units with more than one trailer.

QC: Quality of Classification Data:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- C Short Term Classified Traffic Count Data
- F Factored Short Term Traffic Count Data
- H Historical Estimate
- M Mass Collective Average
- N Classification Estimates of Similar Neighboring Traffic Link

K Factor: The estimate of the portion of the traffic volume traveling during the peak hour or design hour.

QK: Quality of the Peak Hour estimate:

- A Factor based on 30th Highest Hour Observed During at least 250 days of Continuous Traffic Data
- B Factor based on other Hour Observed During Less than 250 days of Continuous Traffic Data
- Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of design hour
- N Peak Hour Factor of Similar Neighboring Traffic Link
- O Provided by External Source

Dir Factor: The estimate of the portion of the traffic volume traveling in the peak direction during the peak hour..

AAWDT: Average Annual Weekday Traffic. The estimate of typical traffic over the period of one year for the days between Monday through Thursday inclusive.

QW: Quality of AAWDT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- M Manual Uncounted Estimate
- N AAWDT of Similar Neighboring Traffic Link
- O Provided by External Source

Year: Year for which the published values are appropriate. If the Quality of AADT (QA) is "R", the year is the year that the raw traffic count was collected, and if available,

Route Shield Legend

Route Systems

North
81 Interstate Route Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.

(29) US Route

7 Virginia State Route

(600) Secondary Route

Special Routes

Bus Bus - Business Route
Bypas - Bypass Route
Truck - Truck Route
ALT ALT - Alternate Route
Wve - Wve Route connector

P - Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.

The VDOT Maintainenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

						City of	Richmo	nd								
Route	Length	AADT	QA	4Tire	Bus	2Axle	Tru 3+Axle		2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Richmond																
1 Jefferson Davis Hwy	2.13	26000	G	92%	0%	2%	1%	3%	0%	С	0.079	F	0.537	28000	G	2003
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~				From:			neade Rd									
1 Jefferson Davis Hwy	0.86	16000	Α	95%	1%	1%	1%	2%	0%	С	0.094	Α	0.587	17000	Α	2003
~~~				From:			kins Rd									
1 Jefferson Davis Hwy	1.01	23000	G	91%	1%	3%	2%	3%	0%	С	0.075	F	0.584	27000	G	2003
~~~ · · ·				From:			60 Hull St					_				
1 Cowardin Ave	0.39	24000	G	94%	1%	2%	2%	1%	0%	С	0.082	F	0.624	28000	G	2003
~~~·				From:			mes Ave			_						
1 Lee Bridge	0.76	39000	G	96%	1%	2%	0%	1%	0%	С	0.091	F	0.617	45000	G	2003
~				From:			nd St									
1 Belvidere St	0.92	34000	G	96%	1%	2%	0%	1%	0%	F	0.087	F	0.618	39000	G	2003
~				From:		Frai	nklin St		-							
1 Belvidere St	0.15	45000	G	96%	1%	2%	0%	1%	0%	F	0.080	F	0.575	52000	G	2003
<u> </u>				To: From:		US 250	0 Broad St	t								
Belvidere St	0.40	35000	G	96%	1%	2%	0%	1%	0%	F	0.083	F	0.611	41000	G	2003
				To:		Chambe	erlayne Av	/e								
	4.00		_	From:	40/		ridere St	40/	00/	_	0.077	_	0.500	07000	_	0000
(1) Chamberlayne Ave	1.02	23000	G	96%	1%	2%	0%	1%	0%	С	0.077	F	0.590	27000	G	2003
~~				From:			Hill Rd									
(1) Chamberlayne Ave	0.31	24000	G	96%	1%	2%	0%	1%	0%	F	0.077	F	0.615	28000	G	2003
~				To- From:		Brooklar	nd Park Bl	vd								
1 Chamberlayne Ave	0.86	17000	G	95%	1%	2%	0%	1%	0%	С	0.086	F	0.592	20000	G	2003
<u> </u>				To- From:		Labur	num Ave		1							
1 Chamberlayne Ave	0.26	14000	G	96%	1%	1%	0%	1%	0%	F	0.081	F	0.578	17000	G	2003
				To		Clare	mont Ave		1							
1 Chamberlayne Ave	0.94	16000	G	96%	1%	1%	0%	1%	0%	С	0.088	F	0.577	19000	G	2003
				To:			lea Ave									
\sim				From:			erlayne Av									
1 Azalea Ave	0.26	18000	G	96%	1%	1%	0%	1%	0%	F	0.095	F	0.606	21000	G	2003
<u> </u>				To:		NCL I	Richmond									
				From:			lea Ave									
(2)(301)Chamberlayne Av	0.04	14000	G	95%	1%	2%	0%	2%	0%	F	0.089	F	0.516	15000	G	2003
<u> </u>				To:		NCL I	Richmond		<u> </u>							
0511.01	0.00		_	From:	40/		oad St	00/	00/	_	0.004	_	0.544	0700	_	0000
5 25th Street	0.22	3200	G	95% To:	1%	3%	1%	0%	0%	С	0.094	F	0.511	3700	G	2003
				From:			ain St 5th St									
5 Main St	0.30	14000	G	95%	0%	1%	3%	1%	0%	F	0.104	F	0.693	16000	G	2003
				To:				1								
5 Main St	0.40	6900	G	From: 95%	0%	1%	nsburg Ro	1%	0%	С	0.115	F	0.793	8000	G	2003
5 Main St	3. 10		-	7. F	370			. , 0		9	5.110	•	2.7.00	5550	_	_000
5 Main St	0.26	11000	G	From: 94%	0%	Nich 2%	olson St 1%	2%	0%	С	0.11	F	0.782	13000	G	2003
5 Main St	0.20	1 1000	G	94 % To:	U /0		Richmond		U /0	C	0.11	1.	0.702	13000	G	2003
				From:					<u></u>							
6 Patterson Ave	1.30	15000	G	99%	0%	1%	Richmond 0%	0%	0%	F	0.089	F	0.603	17000	G	2003
6 Patterson Ave	00	.5556	9	. F	3 /0			J /0	J /0	•	5.000	•	0.000	., 500	J	_000
Dotterson Ave	1.07	42000		From:	40/		bie Ave	00/	00/	^	0.400	г	0.504	14000		2002
6 Patterson Ave	1.67	12000	G	97%	1%	1%	0%	0%	0%	С	0.100	F	0.564	14000	G	2003
		_		From			ern Ave						_			_
6 Patterson Ave	0.38	9500	G	99%	0%	1%	0%	0%	0%	F	0.1	F	0.615	11000	G	2003
				To: From:		Thon	npson St									
6 Kensington Ave	0.71	3000	G	99%	0%	1%	0%	0%	0%	F	0.089	F	0.587	3500	G	2003
				To		Вог	ulevard									

						City of Richm	ona								
Route	Length	AADT	QA	4Tire	Bus	Tı 2Axle 3+Axle		2Trail	- QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Richmond															
David David Dd	0.04	0.400	_	From:	40/	US 360 Hull 5		00/	_	0.000	_	0.000	0000	_	0000
10 Broad Rock Rd	0.81	8400	G	95%	1%	2% 0%	0%	0%	С	0.089	F	0.693	8900	G	2003
				From:		N Belt Blvd					_				
10 Broad Rock Blvd	0.43	19000	G	95%	1%	2% 0%	0%	0%	F	0.084	F	0.742	20000	G	2003
				From:		S Belt Blvd									
10 Broad Rock Blvd	2.10	21000	G	97%	1%	2% 0%	0%	0%	С	0.09	F	0.643	22000	G	2003
				From:		W. Belmont R	ld								
10 Iron Bridge Rd	0.56	12000	G	97%	1%	2% 0%	0%	0%	F	0.087	F	0.617	12000	G	2003
				To:		SCL Richmor	ıd								
~~~			_	From:	201	WCL Richmon			_		_				
33 Staples Mill Rd	0.03	26000	G	98% To:	0%	1% 0%	0%	0%	F	0.093	F	0.596	29000	G	2003
• •				From:		US 250 Broad US 250; Staples M									
33 Broad St	0.79	28000	Α	97%	1%	1% 1%	1%	0%	С	0.111	Α	0.565	32000	Α	2003
<u> </u>				To		Malvern Ave									
33 Broad St	0.97	30000	G	97%	1%	1% 1%	1%	0%	F	0.084	F	0.587	33000	G	2003
33) = 1 = 1				To:					-		•			_	
33 Broad St	0.38	26000	G	From: 94%	1%	Sheppard St 2% 2%	1%	0%	С	0.081	F	0.508	29000	G	2003
33 Broad St	0.00	20000	Ŭ	T -	170				Ü	0.001	•	0.000	20000	Ü	2000
Droad Ct	0.04	24000	G	97%	10/	SR 399 Terminal		00/	F	0.001	F	0.557	27000		2002
33) Broad St	0.94	24000	G	97%	1%	1% 1%	1%	0%	Г	0.081	Г	0.557	27000	G	2003
~~~~				From:	101	SR 33 P, Harriso				2 2 2 4				_	
33 250 Broad St	0.08	25000	G	97%	1%	1% 1%	1%	0%	F	0.081	F	0.548	28000	G	2003
Combi	ned Traffic:	34000	G	97%	1%	1% 1%	1%	0%	F	NA			37000	G	
~~				From:		US 250 Broad					_				
33 Hancock Rd	0.23	820	G	97%	1%	1% 1%	1%	0%	F	0.101	F	0.829	870	G	2003
Combi	ned Traffic:	4000	G	96% To:	1%	2% 0%	0%	0%	F	NA			4300	G	
				From:		Leigh St									
33 Leigh St	0.27	10000	G	95%	2%	US 33 Hancock 2% 1%	0%	0%	F	0.098	F	0.515	11000	G	2003
33 Leigh St	0.21	10000	Ü		270			070		0.000		0.515	11000	J	2000
Loigh Ct	1.60	9900		From:	20/	US 1 Belvidere		00/		0.100	F	0.506	0400		2002
33) Leigh St	1.60	8800	G	95%	2%	2% 1%	0%	0%	С	0.108	F	0.596	9400	G	2003
				From:		Martin Luther King J		20/					10000		
33) Mosby St	0.30	11000	G	95% To:	2%	2% 1%	0%	0%	F	0.094	F	0.66	12000	G	2003
				From:		Fairmont Ave Mosby St	2								
33) Fairmont Ave	0.43	9000	G	97%	1%	1% 0%	0%	0%	С	0.084	F	0.590	9600	G	2003
<u> </u>				To		25Th St									
33) Nine Mile Rd	0.90	9200	G	97%	1%	2% 0%	0%	0%	С	0.087	F	0.639	9800	G	2003
33)	0.00	0_00		To:	.,,	ECL Richmor				0.00.	•	0.000	0000		
				From:		Broad St		1							
33 Harrison St	0.24	3200	G	96%	1%	3% 0%	0%	0%	С	0.092	F	0.534	3400	G	2003
ነም /	ned Traffic:	4000	G	96%	1%	2% 0%	0%	0%	F	NA			4300	G	
				To-		Leigh St									
Loigh Ct	0.07	0.400	_	From:	40/	Harrison St	00/	00/	_	0.004	_	0.553	0000	_	0000
33 Leigh St	0.07	8400	G	96%	1%	3% 0%	0%	0%	F	0.094	F	0.557	8900	G	2003
Combi	ned Traffic:	NA		To:		Hancock St		1		NA			NA		
					CD 150 (WCL D:.1								
60 Midlothian Turnpike	0.38	43000	G	98%	0%	2 Chippenham Pkwy; 1% 0%	WCL Rich	mond 0%	F	0.084	F	0.54	46000	G	2003
60 Midlothian Turnpike	0.50	7000	J		U /0			U /0		0.004		0.54	70000	J	2003
Midlethian T	4 70	24000		From:	40/	Carnation St		00/		0.000		0.000	22000		2000
60 Midlothian Turnpike	1.78	31000	G	97%	1%	1% 0%	1%	0%	С	0.093	F	0.626	33000	G	2003
~~				From:		SR 161 Belt Bl								_	
60 Midlothian Turnpike	0.62	23000	G	97%	1%	1% 0%	1%	0%	F	0.095	F	0.625	24000	G	2003
~				To:		Roanoke St									

							City of Richm	nond								
Route		Length	AADT	QA	4Tire	Bus	T 2Axle 3+Axl		 2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Richmond																
Paradia Ct		0.45	44000	_	From:	40/	Midlothian Turi	•	00/	0	0.000	_	0.070	40000	0	2002
Roanoke St		0.45	11000	G	98%	1%	1% 0%	0%	0%	С	0.099	F	0.678	12000	G	2003
					From:		Forest Hill A Roanoke S									
60 Forest Hill Av	e.	0.22	26000	G	98%	1%	1% 0%	0%	0%	F	0.098	F	0.681	28000	G	2003
00) - 0.000	•	V			To:	.,,	Semmes Av			•	0.000	•	0.00			
					From:		Forest Hill A									
60 Semmes Ave		1.13	25000	G	98%	0%	1% 0%	0%	0%	С	0.099	F	0.712	26000	G	2003
→					To	I	JS 1, US 301 Cowa	rdin Ave	1							
60 Semmes Ave		0.56	14000	G	98%	0%	1% 0%	0%	0%	F	0.123	F	0.828	15000	G	2003
00)					To:		Manchester Br									
					From:		Semmes Av									
60 Manchester B	Bridge	0.49	22000	G	96%	1%	2% 1%	1%	0%	С	0.117	F	0.671	24000	G	2003
\rightarrow					To:		9th St									
~~					From:		Manchester Br					_			_	
60 9th Street		0.25	11000	G	96%	1%	2% 1%	1%	0%	F	0.183	F		12000	G	2003
~	Combined	Traffic:	20000	G	96 <u>%</u>	1%	2% 1%	1%	0%	F	NA			21000	G	
					To: From:		SR 147 Cary									
Cany St		0.45	6200	G		1%	SR 147; 9th 2% 1%	1%	0%	F	0.000	F		6500	G	2003
60 Cary St	Combine !	0.45	6200		96%						0.098	Г		6500		∠003
	Combined	i ramic:	18000	G	96% To:	1%	2% 1%	1%	0%	F	NA			21000	G	
-					From:		US 360; 14th US 360 14th									
60 (360) 14th St	reet	0.08	17000	N	98%	1%	1% 0%	0%	0%	Ν	NA			18000	N	2003
00) (300) 1 141 01		0.00		••	To:	170	RT 360/MAIN ST			• • •				10000		2000
					From:		14th St									
60 360 Main St	t	0.30	16000	G	98%	1%	1% 0%	0%	0%	F	0.078	F	0.584	16000	G	2003
					To:		RT 360									
~~~					From:		US 360, 18th									
60 Main St		0.18	28000	G	96 <u>%</u>	1%	2% 1%	1%	0%	F	NA			30000	G	2003
<del>~</del>					To:		21st St									
~~		0.00	5000	_	From:	40/	Main St	40/	00/	_	0.000	_	0.54	0000	0	0000
21st Street		0.23	5600	G	96%	1%	2% 1%	1%	0%	F	0.098	F	0.54	6000	G	2003
~~~					To: From:		US 250 Broad	St	-							
60 250 Broad S	St	0.13	9800	G	97%	1%	2% 1%	0%	0%	F	0.09	F	0.721	10000	G	2003
\rightarrow					To:		23rd St		1.							
60 Broad St		0.80	6800	G	97%	1%	2% 1%	0%	0%	С	0.088	F	0.750	7200	G	2003
00) 2.000 01		0.00				.,,		0,0		Ū	0.000	•	000	00	•	
~~					From:	10/	36th St	201				_	2 22 4	2.122		
60 Government F	≺a	1.19	8900	G	97%	1%	2% 1%	0%	0%	F	0.086	F	0.604	9400	G	2003
~					From:		Williamsburg Government									
60 Williamsburg	Dd	0.39	12000	G	96%	0%	2% 1%	1%	0%	F	0.093	F	0.578	13000	G	2003
60 Williamsburg	Nu	0.59	12000	G	70 /0 To:	0 /0	ECL Richmo		0 /6		0.093		0.576	13000	G	2003
									L							
~~ ou o :		0.40	0000	_	From:	401	Manchester Br		001	_	0.450	_		0500	_	0000
60 8th Street		0.19	8900	G	96%	1%	2% 1%	1%	0%	F	0.153	F		9500	G	2003
~	Combined	Traffic:	20000	G	96%	1%	2% 1%	1%	0%	F	NA			21000	G	
					To: From:		Canal St									
				G	96%	1%	2% 1%	1%	0%	F	0.125	F		14000	G	2003
60 8th Street		0.15	12000			1%	2% 1%	1%	0%	F	NA			26000	G	
60 8th Street	Combined			G	96%	1 /0	Z/0 1/0									
60 8th Street	Combined				96% To:	1 /0	Main St									
	Combined		23000			1 /0	Main St 8th St									
₽)	Combined				To:	1%	Main St	1%	0%	F	0.1	F		14000	G	2003
₽)	Combined	Traffic:	23000 12000	G	To: From:		Main St 8th St		0% 0%			F				2003
₽)		Traffic:	23000 12000	G G	To: From: 96%	1%	Main St 8th St 2% 1%	1%		F	0.1	F		14000	G	2003
		Traffic:	23000 12000	G G	To: From: 96% 96%	1%	Main St 8th St 2% 1% 2% 1% 14th St	1% 1%		F	0.1	F		14000	G	2003
₽)		Traffic:	23000 12000	G G	To: From: 96% 96% Ta-	1%	Main St 8th St 2% 1% 2% 1%	1% 1%		F	0.1	F F	0.521	14000	G	2003

						City of	Richmo	ond								
Route	Lengtl	n AADT	QA	4Tire	Bus		Tru 3+Axle			- QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
city of Richmond				From:					-							
60 Marshall Stree	et 0.13	2100	G	98%	1%	1%	st Street 0%	0%	0%	F	0.079	F	0.563	2200	G	2003
60 Marshall Stree			G	9070	170	1 70	076	0%	076	Г		Г	0.505		G	2003
	Combined Traffic	: NA		To:			23rd St		1		NA			NA		
				From:			shall Street	t								
60 23rd Street	0.06	450	G	98%	1%	1%	0%	0%	0%	F	0.102	F	0.536	480	G	2003
₽)	Combined Traffic	: NA									NA			NA		
				To:		US 60, U	S 250 Bro	ad St								
East				From:		Henrico	County L	ine								
East 64	0.74	65000	G	97%	0%	1%	1%	2%	0%	F	0.089	F		73000	G	2003
	Combined Traffic	: 134000	G	97%	0%	1%	1%	2%	0%	F	0.090	F	0.528	151000	G	
				To: From:		I-9	95; I-195		1							
East South	0.48	68000	G	91%	1%	1%	1%	6%	0%	F	0.087	F		72000	G	2003
64 95	Combined Traffic		G	91%	1%	1%	1%	6%	0%	F	NA	•		140000	G	2000
	Combined Trainic	. 133000	G	9170	1 /0				0 /6		INA			140000	G	
ast South				From:		SR 16	1 Bouleva	rd	-							
64) (95)	2.72	72000	В	91%	1%	1%	1%	6%	0%	С	0.093	Α		77000	В	2003
	Combined Traffic	: 143000	В	91%	1%	1%	1%	6%	0%	С	NA			152000	В	
				To		I-95 Eas	st Intercha	nge								
East	1.67	49000	G	94%	1%	1%	1%	4%	0%	F	0.105	F		51000	G	2003
64				94%								Г				2003
	Combined Traffic	: 91000	G		1%	1%	1%	3%	0%	F	NA			95000	G	
ast				From:	US	360 Mech	anicsville	Turnpike								
64)	0.25	36000	G	94%	1%	1%	1%	4%	0%	F	0.095	F		38000	G	2003
	Combined Traffic	: 70000	G	94%	1%	1%	1%	3%	0%	F	NA			72000	G	
				To:			L Richmor									
East	0.04	20000	_	From:	40/		L Richmon		00/	_	0.005	_		20000	0	2002
64	0.24	36000	G	94%	1%	1%	1%	4%	0%	F	0.095	F		38000	G	2003
	Combined Traffic	: 70000	G	94% To:	1%	1%	1% Richmond	3%	0%	F	NA			72000	G	
				From:					I							
Vest	0.92	69000	G	97%	0%	0%	County L 1%	nne 2%	0%	F	0.096	F		78000	G	2003
64	Combined Traffic		G	97%	0%		1%						0.500	151000		2003
	Combined Trainic	. 134000	G	9/%	U%	1%		2%	0%	F	0.090	F	0.528	151000	G	
Vest North				From:		I-9	95; I-195									
64) (95)	0.78	64000	G	92%	1%	1%	1%	6%	0%	F	0.087	F		68000	G	2003
	Combined Traffic	: 133000	G	91%	1%	1%	1%	6%	0%	F	0.079	F	0.535	140000	G	
				To: From:		SR 16	1 Bouleva	rd								
Vest North	2.51	71000	В	92%	1%	1%	1%	6%	0%	_	0.089	D		75000	D	2003
64 95			В							С		В	0.506		В	2003
	Combined Traffic	: 143000	В	91%	1%	1%	1%	6%	0%	С	0.090	Α	0.526	152000	В	
Vest				From:		I-95 Eas	st Intercha	nge								
64	1.70	43000	G	95%	1%	1%	1%	3%	0%	F	0.104	F		44000	G	2003
	Combined Traffic	: 91000	G	94%	1%	1%	1%	3%	0%	F	NA			95000	G	
				To:			L Richmor									
Vest	0.04	22000	_	OF 0/-	10/		L Richmon		00/	_	0.4	_		24000	_	2002
64	0.24 Combined Traffic	33000	G	95%	1%	1%	1%	3% 3%	0% 0%	F	0.1	F		34000	G	2003
	Combined traffic	: 70000	G	94% To:	1%	1% FCL	1% Richmond	3%	0%	F	NA			72000	G	
					D 150 CT				Zov-t							
76 Powhite Pkwy	1.23	74000	F	97%	R 150 Ch 0%	ippenham 1%	Pkwy; Che 0%	esterfield (County 0%	F	0.102	F	0.7	84000	F	2003
76 Powhite Pkwy	1.23	74000	ı	<i>317</i> 0	U /0	1 /0	U /0	1 /0	U /0	1"	0.102	1.	0.7	0 4 000	ı	2003
				From:			Hill Aven									
76) Powhite Pkwy	0.61	74000	N	97%	0%	1%	0%	1%	0%	N	0.102	N	0.7	84000	N	2003
<u>~</u>				To: From:		Powhite	Pkwy Bri	dge								
76) Powhite Pkwy	0.66	74000	F	97%	0%	1%	0%	1%	0%	F	0.102	F	0.7	84000	F	2003
\sim				To:		S	SR 146									

						City of	Richmo	nd								
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			- QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Richmond				From:			ID 146		1							
76 Powhite Pkwy	0.94	66000	G	97%	0%	S	0%	1%	0%	F	0.112	F	0.708	74000	G	2003
(10)				To			I-195			-		•				
North				From:		SCL	Richmond		1							
95)	1.12	50000	F	89%	1%	1%	1%	8%	0%	F	0.117	F		49000	F	2003
	Combined Traffic:	97000	F	89%	1%	1%	1%	8%	0%	F	NA			96000	F	
M. all				To:		SR 16	1 Bells R	d	ŀ							
North 95	3.81	49000	F	89%	1%	1%	1%	8%	0%	F	0.122	F		49000	F	2003
95)	Combined Traffic:		F	89%	1%	1%	1%	8%	0%	F	NA	•		99000		_000
				To	.,,		laury St								-	
North				From:											_	
95	0.45	57000	G	89%	1%	1%	1%	8%	0%	F	0.11	F		56000		2003
	Combined Traffic:	119000	G	89%	1%	1%	1%	8%	0%	F	NA			116000	G	
lorth				From:		James 1	River Brid	ge								
95)	0.40	57000	G	89%	1%	1%	1%	8%	0%	F	0.11	F		56000	G	2003
	Combined Traffic:	119000	G	89%	1%	1%	1%	8%	0%	F	NA			116000	G	
1				To:	SR	R 195 Dow	ntown Exp	ressway								
North	1.54	68000	G	89%	1%	1%	1%	8%	0%	F	0.091	F		67000	G	2003
95	Combined Traffic:		G	89%	1%	1%	1%	8%	0%	F	0.088	F	0.551	125000		2000
	Combined Traine.	120000	•		1 70					•	0.000	•	0.001	120000	G FF GG GG BB GG FF FF GG GG BB GG	
lorth				From:			th Intersec									
95)	2.51	71000	В	92%	1%	1%	1%	6%	0%	С	0.089	В		75000		2003
	Combined Traffic:	143000	В	91%	1%	1%	1%	6%	0%	С	0.090	Α	0.526	152000	В	
lorth				From:		SR 16	1 Bouleva	rd								
95)	0.78	64000	G	92%	1%	1%	1%	6%	0%	F	0.087	F		68000	G	2003
	Combined Traffic:	133000	G	91%	1%	1%	1%	6%	0%	F	0.079	F	0.535	140000	G	
				To: From:		I-64 Nor	th Intercha	ange								
Vorth	1.07	40000	•		10/				00/	_	0.004	_		44000	0	2002
95	1.07	40000	G	90%	1%	1%	1%	7%	0% 0%	F	0.094	F	0.622	41000		2003
	Combined Traffic:	95000	G	89% To:	1%	1% NCL	1% Richmond	7% I	0%	F	0.083	F	0.632	95000	G	
to utb				From:					 1							
95)	1.39	47000	F	89%	1%	1%	Richmond 1%	8%	0%	F	0.120	F		47000	F	2003
95)	Combined Traffic:	97000	F	89%	1%	1%	1%	8%	0%	F	NA	•		96000		
				To			1 Bells R			-					-	
South				From:												
95)	3.86	51000	F	89%	1%	1%	1%	8%	0%	F	0.114	F		50000		2003
<u> </u>	Combined Traffic:	100000	F	89%	1%	1%	1%	8%	0%	F	NA			99000	F	
South				From:		M	laury St									
95)	0.75	61000	G	89%	1%	1%	1%	8%	0%	F	0.100	F		60000	G	2003
	Combined Traffic:	119000	G	89%	1%	1%	1%	8%	0%	F	NA			116000	G	
				To: From:		SR 195 D	owntown	Expv								
South	4 47	60000	G						00/	_	0.004	_		E0000	_	2002
95	1.47 Combined Traffic:	60000	G	89% 80%	1% 1%	1% 1%	1% 1%	8% 8%	0% 0%	F F	0.084 NA	F		58000		2003
	Combined Harric:	120000	G	89%	1 70	1%	1%	8%	0%	г	NA			125000	G	
South				From:		I-64 Sou	th Intercha	nge								
95)	2.72	72000	В	91%	1%	1%	1%	6%	0%	С	0.093	Α		77000	В	2003
	Combined Traffic:	143000	В	91%	1%	1%	1%	6%	0%	С	NA			152000	В	
				To: From:		SR 16	1 Bouleva	rd								
No 4le				From:												
	Ω 4Ω	68000	G		1%	1%	1%	6%	Λ%	F	በ በደ7	F		72000	G	ასსა
South 95	0.48 Combined Traffic:	68000	G G	91% 91%	1% 1%	1% 1%	1% 1%	6% 6%	0% 0%	F F	0.087 NA	F		72000 140000	G G	2003

							City of	Richmo	na								
Route		Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Richmond										1							
South		4.04	E 4000	_	From:		-64 North I			00/	_	0.004	_		55000	0	0000
95		1.01	54000	G	89%	1%	2%	1%	7%	0%	F	0.091	F		55000	G	2003
	Combined	Traffic:	95000	G	89%	1%	1%	1%	7%	0%	F	NA			95000	G	
					10:		NCL	Richmond									
					From:		SR 76 P	owhite Pk									
(146 <i>)</i>		0.86	22000	G	97 <u>%</u>	0%	1%	0%	1%	0%	С	0.106	F	0.711	26000	G	2003
					To:		SR 195 Do	wntown E	xpwy								
					From:		SCL	Richmond									
(147) Huguenot Rd		0.22	46000	G	97%	0%	1%	1%	1%	0%	С	0.097	Ν	0.676	48000	G	2003
					To:		SR 150 Ch	ippenham	Pkwv								
(147) Huguenot Rd		1.12	27000	F	98%	0%	1%	1%	1%	0%	С	0.088	F	0.584	30000	F	2003
(141)					To:			Richmond									
					From:			Richmond									
(147) River Rd		0.68	28000	G	98%	0%	1%	0%	0%	0%	F	80.0	F	0.57	30000	G	2003
					To:		Thro	Chant Dd	1								
(147) Cary St		0.16	23000	G	From: 98%	0%	1%	Chopt Rd	0%	0%	F	0.074	F	0.550	24000	G	2003
147 Cary St		0.10	23000	G	90 /0	0 /0	1 /0	0 /6	0 76	0 76		0.074		0.550	24000	G	2003
					From:			bie Ave									
(147) Cary St		1.10	17000	G	98%	0%	1%	0%	0%	0%	С	0.074	F	0.593	18000	G	2003
					To:		Westr	noreland S	t								
(147) Cary St		0.83	16000	G	98%	0%	1%	0%	0%	0%	F	0.085	F	0.699	17000	G	2003
(141)																	
		0.77	4.4000	_	From:	00/		mpson St	00/	-00/	_	0.004	_		4.4000		0000
(₁₄₇)Cary St		0.77	14000	G	98%	0%	1%	0%	0%	0%	F	0.081	F		14000	G	2003
	Combined	Traffic:	25000	G	98%	0%	1%	0%	0%	0%	F	NA			26000	G	
					From:		SR 16	1 Boulevar	d								
(147) Cary St		1.59	11000	G	98%	0%	1%	0%	0%	0%	F	0.093	F		12000	G	2003
	Combined	Traffic:	23000	G	98%	0%	1%	0%	0%	0%	F	NA			24000	G	
					To:												
Conv St		0.81	8100	G	98%	0%	US 1; US : 1%	0%	0%	0%	F	0.134	F		8600	G	2003
(147) Cary St													Г				2003
	Combined	I raffic:	18000	G	98% To:	0%	2%	0%	0%	0%	F	NA			19000	G	
							US	60, 9th St									
					From:			Cary St									
147 Thompson St		0.07	14000	G	97%	1%	2%	0%	0%	0%	F	0.095	F	0.859	15000	G	2003
•	Combined	Traffic:	28000	G	98 <u>%</u>	0%	1%	0%	0%	0%	F	NA			30000	G	
					To:			vood Ave									
		. ==	44000	_	From:	40/		mpson St	00/	00/	_	0.000	_		40000	0	0000
147 Ellwood Ave		0.77	11000	G	97%	1%	2%	0%	0%	0%	F	0.098	F		12000	G	2003
	Combined	Traffic:	25000	G	98%	0%	1%	0%	0%	0%	F	NA			26000	G	
					To- From:		SR 16	1 Boulevar	d								
147 Main St		1.56	12000	G	97%	1%	2%	0%	0%	0%	С	0.102	F		12000	G	2003
· Pr	Combined	Traffic:	23000	G	98%	0%	1%	0%	0%	0%	F	NA			24000	G	
Moin Ct		0.81	9700	6	From: 97%	1%	US 1 US 3 2%	0% Belvide	0%	0%	F	0.12	F		10000	G	2003
147 Main St				G									Г				2003
	Combined	I raffic:	18000	G	98%	0%	2%	0%	0%	0%	F	NA			19000	G	
					To:			0 P, 8th St									
				_	From:			Richmond			_		_			_	
(150) Willey Bridge		1.31	40000	G	96%	0%	1%	2%	1%	0%	С	0.112	F	0.537	48000	G	2003
					To: From:		SR 147	Huguenot	Rd								
(150) Chippenham	Pkwy	1.56	35000	G	97%	0%	1%	0%	1%	0%	F	0.108	F	0.555	40000	G	2003
150 / CHIDDEHHAIII	,			_		- / •			•		-		-			-	
150 Chippenham					From:		Fores	st Hill Ave		-							
	Di	0.40	10000	_		001			407	00/	_	0 100	_		4-0		
Chippenham	Pkwy	0.46	42000	G	97 <u>%</u>	0%	1%	0%	1%	0%	F	0.103	F	0.559	47000	G	2003
	Pkwy	0.46	42000	G		0%	1%		1%	0%	F	0.103	F	0.559	47000	G	2003
150 Chippenham		0.46	42000	G	97 <u>%</u>	0%	1% ECL	0%	1%	0%	F	0.103	F	0.559	47000	G 	2003
		0.46	42000 25000	G	97% To:	1%	1% ECL	0% Richmond	1%	0%	F F	0.103	F	0.559	47000 27000	G G	2003

Rouse Length AADT QA 4Thr 8 100 200							City 0	I KICIIIIOI	iu								
Clies of Richmand	Route	Length	AADT	QA	4Tire	Bus	2Axle				QC		QK		AAWDT	QW	Year
Bells Rd	City of Richmond				Erom:					i							
161 Bells Rrd	161 Bells Rd	1.17	12000	G		1%			10%	0%	С	0.1	F	0.560	13000	G	2003
191 Bells Rd	(101)											-					
Test Belt Blvd	161 Bells Rd	0.49	13000	G							С	0.091	F	0.629	14000	G	2003
Set Blwd																	
Test Belt Blvd 0.98 7000 6 90% 150 20% 25% 25% 5% 5% 0% 150 20%	Relt Blvd	0.84	4500	G		1%			5%	0%	F	0.086	F	0.6	4800	G	2003
Fig. Belt Blwd 0.98 7000 0.99% 1% 2% 2% 5% 5% 0.98 F 0.088 F 0.611 7400 G 2003	161 Deit Bivd	0.04	4300	J	30 70	1 /0			J /0	0 70	'	0.000	'	0.0	4000	U	2003
161 102 Broad Rock Blvd 0.43 19000 G 95% 196 2% 0% 0% 0% 0% 0% 0% 0%	And Relt Rive	n 98	7000	G		1%			5%	0%	F	0 088	F	0.611	7400	G	2003
161 100 Broad Rock Blwd 0.43 19000 G 95% 19% 29% 09%	161 Deit Bivd	0.50	7000	J		1 /0				070	'	0.000		0.011	7400	J	2000
161 Belt Blvd							SR 10 I	Broad Rock	Rd								
SRI Bet Blwd	161 (10) Broad Rock Blvd	0.43	19000	G	_	1%			0%	0%	F	0.084	F	0.742	20000	G	2003
Belt Blvd									k Rd								
161 Belt Blvd 0.87 1900 G 93% 1% 1% 2% 3% 1% C 0.086 F 0.563 21000 G 2003 161 Westover Hills Boulevar 0.92 20000 G 98% 1% 1% 0% 0% 0% 0% 0% 0	161 Belt Blvd	0.30	15000	G	96%	1%				0%	С	0.084	F	0.537	16000	G	2003
Belt Blvd					To:												
161 Westover Hills Boulevar 0.92 2000 G 93% 1% 1% 0% 0% 0% 0% 0% 0	161 Belt Blvd	0.87	19000	G		1%			3%	1%	С	0.086	F	0.563	21000	G	2003
Ref Westover Hills Bloulevare 0.92 2000 G 98% 1% 1% 0% 0% 0% 0% 0% 0					To					L							
161 Westover Hills Blvd 0.40 15000 G 98% 1% 1% 0% 0% 0% 0% 0% 0	161 Westover Hills Boulevar	0.92	20000	G		1%			_	0%	С	0.087	F	0.575	21000	G	2003
Mostover Hills Blvd	101)				To												
181 Nickel Bridge 0.90 16000 G 99% 09%	161 Westover Hills Blvd	0.40	15000	G		1%			0%	0%	F	0 118	F	0 697	15000	G	2003
61 Nickel Bridge	101) TO SOLOVOI TIMIS DIVO	J.70	. 5000	_	To:	1 /0			J /0	- J / U	•	5.110	•	0.007	.0000	J	_000
161 Park Drive 0.43 14000 G 99% 0% 0% 0% 0% 0% 0% 0	Aca Nickel Bridge	0 00	16000	G		0%			0%	0%	F	0 112	F	U 603	17000	C-	3UU3
Fig. Park Drive 0.43 14000 G 99% 0% 0% 0% 0% 0% 0% 0	101) Mickel Bridge	0.50	10000	3	JJ /0	0 /0			U /0	U /0		0.112	ı	0.083	17000	J	2003
181 Boulevard 0.32 13000 G 99% 0% 0% 0% 0% 0% 0% 0	Park Drivo	0.45	14000	G		Ω0/			Ω0/	00/		0 114		0.702	15000	G	აიია
161 Blanton Ave 0.22 13000 G 99% 0% 0% 0% 0% 0% 0% 0	161 Fair Dilve	0.43	14000	G	35 % ————————————————————————————————————	U%			U%	U%	C	0.114	Г	0.703	10000	G	2003
161 Boulevard 0.38 1200 G 98% 0% 1% 0% 0% 0% 0% 0% 0		0.00	40000	_		00/			00/			0.400	_	0.004	4.4000		0000
161 Boulevard 0.38 12000 G 98% 0% 1% 0% 0% 0% 0% 0% 0	161 Blanton Ave	0.22	13000	G	99%	0%	0%	0%	0%	0%	F	0.106	F	0.681	14000	G	2003
161 Boulevard 0.84 17000 G 98% 0% 1% 0% 0% 0% 0% F 0.084 F 0.545 18000 G 2003																	
161 Boulevard 1.05 25000 G 98% 0% 1% 0% 0% 0% F 0.084 F 0.545 18000 G 2003	161 Boulevard	0.38	12000	G	98%	0%	1%	0%	0%	0%	С	0.099	F	0.601	13000	G	2003
161 Boulevard 1.05 25000 G 95% 1% 2% 1% 1% 0% C 0.084 F 0.635 26000 G 2003																	
161 Boulevard 1.05 25000 G 95% 1% 2% 1% 1% 0% C 0.084 F 0.635 26000 G 2003	161 Boulevard	0.84	17000	G	98%	0%	1%	0%	0%	0%	F	0.084	F	0.545	18000	G	2003
161 Boulevard 0.12 14000 G 95% 1% 1% 1% 2% 0% F 0.092 F 0.556 15000 G 2003					To: From:		US 33; L	JS 250 Broa	d St								
161 Boulevard 0.12 14000 G 95% 1% 1% 1% 2% 0% F 0.092 F 0.556 15000 G 2003	161 Boulevard	1.05	25000	G	95%	1%	2%	1%	1%	0%	С	0.084	F	0.635	26000	G	2003
161 Boulevard 0.12 14000 G 95% 1% 1% 1% 2% 0% F 0.092 F 0.556 15000 G 2003	<u>~</u>				To: From:												
161 Hermitage Rd 1.27 9600 G 97% 0% 2% 0% 0% 0% 0% 0% 0	161 Boulevard	0.12	14000	G		1%	1%	1%	2%	0%	F	0.092	F	0.556	15000	G	2003
161 Hermitage Rd 1.27 9600 G 97% 0% 2% 0% 0% 0% 0% 0% 0					To: From:		Wes	stwood Ave		<u> </u>							
1-95 1-95	161 Hermitage Rd	1.27	9600	G		0%			0%	0%	С	0.109	F	0.683	10000	G	2003
North SR 195 Downtown Expressway 0.79 38000 F 97% 0% 1% 0% 1% 0% 0% F 0.187 F 0.187 F 0.723 30000 G 0.723					To			I-95									
North 195 0.48 14000 G 97% 0% 1% 0% 1% 0% F 0.187 F 16000 G 2003	161 Hermitage Rd	0.20	16000	G		0%	2%		1%	0%	F	0.098	F	0.557	17000	G	2003
0.48 14000 G 97% 0% 1% 0% 1% 0% F 0.187 F 16000 G 2003 Combined Traffic: 26000 G 97% 0% 1% 0% 1% 0% F 0.135 F 0.723 30000 G North SR 76 Powhite Pkwy SR 76 Powhite Pkwy SR 76 Powhite Pkwy SR 76 Powhite Pkwy Own 1% 0% 1% 0% C 0.156 A 44000 A 2003 Combined Traffic: 76000 F 97% 0% 1% 0% 1% 0% C NA 83000 F North O.41 46000 G 97% 0% 1% 0% 1% 0% F 0.129 F 52000 G 2003 Combined Traffic: 87000 G 97% 0% 1% 0% 1% 0% F 0.109 F 0.608 99000 G North O.45 42000 G 97% 0% 1% 0% 1% 0% F 0.108 F 48000 G 2003 Combined Traffic: 82000 G 97% 0% 1% 0% 1% 0% F 0.108 F 94000 G																	
0.48 14000 G 97% 0% 1% 0% 1% 0% F 0.187 F 16000 G 2003 Combined Traffic: 26000 G 97% 0% 1% 0% 1% 0% F 0.135 F 0.723 30000 G North SR 76 Powhite Pkwy SR 76 Powhite Pkwy SR 76 Powhite Pkwy SR 76 Powhite Pkwy Own 1% 0% 1% 0% C 0.156 A 44000 A 2003 Combined Traffic: 76000 F 97% 0% 1% 0% 1% 0% C NA 83000 F North O.41 46000 G 97% 0% 1% 0% 1% 0% F 0.129 F 52000 G 2003 Combined Traffic: 87000 G 97% 0% 1% 0% 1% 0% F 0.109 F 0.608 99000 G North O.45 42000 G 97% 0% 1% 0% 1% 0% F 0.108 F 48000 G 2003 Combined Traffic: 82000 G 97% 0% 1% 0% 1% 0% F 0.108 F 94000 G	North				From:		SR 195 D	owntown E	xpwy								
North SR 76 Powhite Pkwy		0.48	14000	G	97%					0%	F	0.187	F		16000	G	2003
Downtown Expressway 0.79 38000 A 97% 0% 1% 0% 1% 0% C 0.156 A 44000 A 2003		Traffic:	26000	G	97%	0%	1%	0%	1%	0%	F	0.135	F	0.723	30000	G	
Downtown Expressway 0.79 38000 A 97% 0% 1% 0% 1% 0% C 0.156 A 44000 A 2003	North				To: From:		<u>SR</u> 76 l	Powhite Pkv	wy								
North North 195 O.41 46000 G 97% 0% 1% 0% 1% 0% F 0.129 F 52000 G 2003		0 79	38000	Δ		0%				0%	C	0 156	Δ		44000	Α	2003
North 195	\ /												^				2000
0.41 46000 G 97% 0% 1% 0% 1% 0% F 0.129 F 52000 G 2003 Combined Traffic: 87000 G 97% 0% 1% 0% 1% 0% F 0.109 F 0.608 99000 G North 195 0.45 42000 G 97% 0% 1% 0% 1% 0% F 0.108 F 48000 G 2003 Combined Traffic: 82000 G 97% 0% 1% 0% 1% 0% F 0.108 F 94000 G			. 5556			3 /0			1 /0	3,0							
Combined Traffic: 87000 G 97% 0% 1% 0% 1% 0% F 0.109 F 0.608 99000 G North 195 0.45 42000 G 97% 0% 1% 0% 1% 0% F 0.108 F 48000 G 2003 Combined Traffic: 82000 G 97% 0% 1% 0% 1% 0% F 0.108 F 94000 G																	
North US 33 US 250 Broad St 195 0.45 42000 G 97% 0% 1% 0% 1% 0% F 0.108 F 48000 G 2003 Combined Traffic: 82000 G 97% 0% 1% 0% 1% 0% F 0.108 F 94000 G																	2003
0.45 42000 G 97% 0% 1% 0% 1% 0% F 0.108 F 48000 G 2003 Combined Traffic: 82000 G 97% 0% 1% 0% 1% 0% F 0.108 F 94000 G	Combined	Traffic:	87000	G	97%	0%	1%	0%	1%	0%	F	0.109	F	0.608	99000	G	
0.45 42000 G 97% 0% 1% 0% 1 0% F 0.108 F 48000 G 2003 Combined Traffic: 82000 G 97% 0% 1% 0% 1% 0% F 0.108 F 94000 G	North				To: From:		US 33 U	JS 250 Broad	d St	-							
Combined Traffic: 82000 G 97% 0% 1% 0% 1% 0% F 0.108 F 94000 G		0.45	42000	G		0%	1%	0%	1%	0%	F	0.108	F		48000	G	2003

						City of	Richmo	na								
Route	Length	AADT	QA	4Tire	Bus			uck 1Trail	2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
ity of Richmond				-												
orth	0.10	42000	_	97%	0%		Richmono 0%	1%	0%	_	0.100	_		40000	0	2002
195	0.12	42000	G			1%				F	0.108	F		48000	G	2003
	Combined Traffic:	82000	G	97%	0%	1%	0%	1%	0%	F	0.108	F		94000	G	
orth				From:		SR 197 I	Laburnum	Ave								
195)	0.88	42000	N	97%	0%	1%	0%	1%	0%	Ν	0.108	Ν		48000	Ν	2003
	Combined Traffic:	82000	N	97%	0%	1%	0%	1%	0%	Ν	0.108	N		94000	N	
				To:			I-95									
outh				From:		SR 195 Do	owntown I	Expwy								
95)	0.61	12000	G	98%	0%	0%	0%	1%	0%	F	0.197	F		14000	G	2003
33)	Combined Traffic:	26000	G	97%	0%	1%	0%	1%	0%	F	NA			30000	G	
				To:		SP 76 I	owhite Pl	737.77								
outh	_		_	From:						_		_			_	
95 Downtown		39000	F	98%	0%	0%	0%	1%	0%	С	0.140	В		39000	F	2003
	Combined Traffic:	76000	F	97%	0%	1%	0%	1%	0%	С	NA			83000	F	
vuth.				From:		Gr	ove Ave		-							
95)	0.65	41000	G	98%	0%	0%	0%	1%	0%	F	0.114	F		46000	G	2003
93)	Combined Traffic:	87000	G	97%	0%	1%	0%	1%	0%	F	NA	-		99000	G	
	Combined Trame.	0,000	Ŭ	7. To	070				070	•	147 (00000	Ü	
outh				From:		US 33 U	S 250 Broa	ad St								
95)	0.65	41000	G	98%	0%	0%	0%	1%	0%	F	0.1	F		46000	G	2003
	Combined Traffic:	82000	G	97%	0%	1%	0%	1%	0%	F	0.108	Ν		94000	G	
0.				To: From:		NCL	Richmon	1								
outh	0.37	41000	G	98%	0%	0%	0%	1%	0%	F	0.1	F		46000	G	2003
95										F						2000
	Combined Traffic:	82000	G	97%	0%	1%	0%	1%	0%	Г	0.108	F		94000	G	
outh				From:		SCL	Richmono	l	-							
95)	0.07	41000	G	98%	0%	0%	0%	1%	0%	F	0.1	F		46000	G	2003
	Combined Traffic:	82000	G	97%	0%	1%	0%	1%	0%	F	NA			94000	G	
				To		SR 1971	Laburnum	Ave								
outh	0.00	44000		From:	00/				00/		0.4			40000		000
95	0.93	41000	N	98%	0%	0%	0%	1%	0%	N	0.1	N		46000	N	2003
	Combined Traffic:	82000	N	97% To:	0%	1%	0% I-95	1%	0%	N	0.108	N		94000	N	
									l							
orth D	T 4.00	40000	_	From:	00/		I-95 S	00/	00/	_	0.470	_		4.4000	0	0000
95 Downtown		12000	G	99%	0%	1%	0%	0%	0%	F	0.179	F		14000	G	2003
	Combined Traffic:	23000	G	98%	0%	1%	0%	0%	0%	F	0.137	F	0.708	26000	G	
orth				From:		Ramp to	Canal St	reet								
95) Downtown	Expressway 2.10	19000	Α	99%	0%	1%	0%	0%	0%	С	0.24	Α		23000	Α	2003
99			Α	98%	0%	1%	0%	0%	0%	С	0.155	Α	0.774	46000	Α	
				To:			SR 146						• • • • • • • • • • • • • • • • • • • •			
orth				From:												
95) Downtown	Expressway 0.27	9600	G	99%	0%	1%	0%	0%	0%	F	0.237	F		12000	G	2003
	Combined Traffic:	19000	G	98%	0%	1%	0%	0%	0%	F	0.155	F	0.821	21000	G	
				To:			-195 N									
outh				From:			I-95 N									
95)Downtown		11000	G	98%	0%	1%	0%	0%	0%	F	0.097	F		12000	G	2003
	Combined Traffic:	23000	G	98%	0%	1%	0%	0%	0%	F	NA			26000	G	
with				From:		Ramp t	o Byrd Str	eet								
outh 95 Downtown	Expressway 2.15	18000	Α	98%	0%	1%	0%	0%	0%	С	0.256	Α		22000	Α	2003
95 DOWNLOWIT					0%				0%			^				2000
	Combined Traffic:	37000	Α	98%	U%	1%	0%	0%	U%	С	NA			46000	Α	
				From:		S	SR 146									
outh																
outh 195 Downtown	Expressway 0.24	9200	G	98%	0%	1%	0%	0%	0%	F	0.226	F		9800	G	2003
outh 195 Downtown	Expressway 0.24 Combined Traffic:	9200 19000	G G	98% 98%	0% 0%	1% 1%	0% 0%	0% 0%	0% 0%	F F	0.226 NA	F		9800 21000	G G	2003

Route Length AADT QA 4Thre Sure							City of Richmo	ond								
137 Melivern Ave	Route	Length	AADT	QA	4Tire	Bus			2Trail	- QC		QK		AAWDT	QW	Year
197 Mellwern Ave	City of Richmond															
Second S	Malyorn Avo	1 22	6500	G		10/		Ω0/-	O9/-	C	0 112	_	0.711	6000	G	2003
197 Westwood Ave	197) Walverti Ave	1.22	0300	G	_	1 /0			0 70	C	0.112	•	0.711	0300	U	2003
Saunders Ave																
Segregation 197 Saunders Ave 0.42 8900 G 97% 1% 2% 0% 0% 0% 0% 0% 0% 0	(197) Wesrwood Ave	0.11	15000	G	97%	1%	2% 0%	0%	0%	F	0.11	F	0.719	16000	G	2003
197 Labumum Ave					To: From:		Saunders Ave									
ST Labumum Ave	(197) Saunders Ave	0.42	8900	G	97%	1%	2% 0%	0%	0%	F	0.108	F	0.758	9400	G	2003
197 Labumum Ave	$\overline{}$)								
197 Labumum Ave	107 Laburnum Ave	0 14	18000	G		0%		1%	0%	F	0 108	F	0.781	19000	G	2003
197 Labumum Ave 0.62 18000 G 97% 0% 1% 0% 1% 0% F 0.102 F 0.712 21000 G 2003 197 Labumum Ave 0.62 18000 G 96% 1% 0% 1% 0% 0% 0% C 0.098 F 0.713 19000 G 2003 198	197) = 335 6.11				To:	0,0		. , ,		•	000	•				
197 Labumum Ave	107 Laburnum Ave	0.35	21000	G		0%		1%	0%	F	0 102	F	0.712	21000	G	2003
197 Labumum Ave	197 200011101117110	0.00	2.000		To:	070		170			0.102	•	0.7 12	21000	Ū	2000
The part of the	407 Laburnum Ave	0.62	18000	G		1%		0%	0%	C.	0.098	F	0.713	19000	G	2003
Series Combined Traffic Series	197 Labamam / WC	0.02	10000	Ū	7. T	170		070	070	Ü	0.000	•	0.7 10	10000	Ü	2000
Combined State Comb	And Laburnum Ave	0.22	17000	G		O%		1%	O%	F	0.006	F	0.744	18000	G	2003
Second St	197 Labamam Ave	0.22	17000	G		0 70			070	'	0.030	•	0.744	10000	U	2003
280 Broad St 0.04 30000 G 97% 1% 1% 1% 1% 1% 0% F 0.091 F 0.561 33000 G 2003					From:		*		1							
18 18 18 18 18 18 18 18	250 Broad St	0.04	30000	G		1%			0%	F	0.091	F	0.561	33000	G	2003
250 33 Broad St 0.79 28000 A 97% 1% 1% 1% 1% 1% 0% C 0.111 A 0.565 32000 A 2003	230				To:			l Rd								
Second St 0.97 30000 G 97% 1% 1% 1% 1% 1% 1% 0% F 0.084 F 0.587 33000 G 2003	~~~~			_												
Second St Seco	250 33 Broad St	0.79	28000	Α	97%	1%	1% 1%	1%	0%	С	0.111	Α	0.565	32000	Α	2003
Sherplard St Sher	~~~															
250 33 Broad St 0.38 26000 G 94% 1% 2% 2% 1% 0% C 0.081 F 0.508 2900 G 2003 250 33 Broad St 0.94 24000 G 97% 1% 1% 1% 1% 1% 0% F 0.081 F 0.557 2700 G 2003 250 Broad St 0.08 25000 G 97% 1% 1% 1% 1% 1% 0% F 0.081 F 0.557 2700 G 2003 250 Broad St 0.08 25000 G 97% 1% 1% 1% 1% 1% 0% F 0.081 F 0.557 2700 G 2003 250 Broad St 0.08 25000 G 97% 1% 1% 1% 1% 0% F 0.081 F 0.548 2800 G 2003 250 Broad St 0.76 18000 G 97% 1% 1% 1% 1% 0% F 0.081 F 0.548 28000 G 2003 250 Broad St 0.38 18000 G 94% 1% 1% 1% 1% 0% F 0.079 F 0.584 2000 G 2003 250 Broad St 0.38 21000 G 94% 1% 1% 1% 1% 0% F 0.09 F 0.584 2000 G 2003 250 Broad St 0.38 21000 G 97% 1% 1% 1% 1% 0% 0% F 0.09 F 0.584 2000 G 2003 250 Broad St 0.38 21000 G 97% 1% 1% 1% 1% 0% 0% F 0.09 F 0.574 24000 G 2003 250 Broad St 0.38 21000 G 97% 1% 3% 4% 1% 0% 0% F 0.09 F 0.721 10000 G 2003 250 Broad St 0.49 13000 G 97% 1% 2% 1% 0% 0% 0% F 0.09 F 0.721 10000 G 2003 250 Broad St 0.49 13000 G 97% 1% 2% 1% 0% 0% 0% F 0.09 F 0.721 10000 G 2003 250 Broad St 0.49 13000 G 97% 1% 2% 1% 0% 0% 0% C 0.090 F 0.734 15000 G 2003 250 Broad St 0.49 13000 G 97% 1% 2% 1% 0% 0% 0% C 0.090 F 0.734 15000 G 2003 250 Broad St 0.49 13000 G 97% 1% 2% 1% 0% 0% 0% C 0.094 A 0.587 17000 A 2003 250 Broad St 0.49 13000 G 99% 1% 2% 2% 1% 0% 0% C 0.094 A 0.587 17000 A 2003 250 Broad St 0.49 13000 G 99% 1% 2% 2% 3% 0% C 0.095 F 0.584 27000 G 2003 250 Broad St 0.40 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	250 (33) Broad St	0.97	30000	G	97%	1%	1% 1%	1%	0%	F	0.084	F	0.587	33000	G	2003
SR 399 Terminal Place SR 399 Terminal Place SR 399 Terminal Place SR 399 Terminal Place SR 33 Part Harrison St SR 34 Part Harrison St Part	~ ~ ~ ~				To- From:		Sheppard St									
250) 33) Broad St	250 (33 Broad St	0.38	26000	G	94%	1%	2% 2%	1%	0%	С	0.081	F	0.508	29000	G	2003
SR 33 Par Harrison St SR 34 Par Harrison St SR 3	~ ~ ~				To- From:		SR 399 Terminal F									
250 Broad St	250 (33) Broad St	0.94	24000	G	97%	1%	1% 1%	1%	0%	F	0.081	F	0.557	27000	G	2003
Combined Traffic: 34000 G 97% 1% 1% 1% 1% 1% 0% F NA 37000 G 250 Broad St 0.76 18000 G 97% 1% 1% 1% 1% 1% 0% F 0.079 F 0.584 20000 G 2003 250 Broad St 0.38 18000 G 94% 1% 1% 1% 1% 0% 0% C 0.078 F 0.509 20000 G 2003 250 Broad St 0.38 21000 G 97% 1% 1% 1% 1% 1% 0% F 0.095 F 0.674 24000 G 2003 250 Broad St 0.49 13000 G 91% 1% 3% 4% 1% 0% 0% C 0.090 F 0.734 15000 G 2003 250 Broad St 0.13 9800 G 97% 1% 2% 1% 0% 0% 0% C 0.090 F 0.721 10000 G 2003 250 Broad St 0.13 9800 G 97% 1% 2% 1% 0% 0% 0% C 0.090 F 0.721 10000 G 2003 250 Broad St 0.13 9800 G 97% 1% 2% 1% 0% 0% 0% 0% C 0.090 F 0.721 10000 G 2003 250 Broad St 0.13 9800 G 92% 0% 2% 1% 0% 0% 0% C 0.090 F 0.537 28000 G 2003 250 Broad St 0.13 9800 G 92% 0% 2% 1% 0% 0% 0% C 0.079 F 0.537 28000 G 2003 250 Broad St 0.13 9800 G 92% 0% 2% 1% 0% 0% 0% C 0.079 F 0.537 28000 G 2003 250 Broad St 0.13 9800 G 92% 0% 2% 1% 0% 0% C 0.079 F 0.537 28000 G 2003 250 Broad St 0.13 9800 G 92% 0% 2% 1% 0% 0% C 0.091 F 0.537 28000 G 2003	~ ~				To- From:		SR 33 Par Harrison	n St								
Seminary			25000	G	97%	1%		1%	0%	F	0.081	F	0.548	28000	G	2003
250 Broad St	Combined	Traffic:	34000	G	97%	1%	1% 1%	1%	0%	F	NA			37000	G	
250 Broad St 1800 G 94% 1% 1% 1% 1% 2% 0% C 0.078 F 0.509 20000 G 2003	~~~						US 33 Hancock	St								
250 Broad St 0.38 18000 G 94% 1% 1% 1% 1% 2% 0% C 0.078 F 0.509 20000 G 2003 Sth St	250 Broad St	0.76	18000	G	97%	1%	1% 1%	1%	0%	F	0.079	F	0.584	20000	G	2003
Sth St Sth Sth St Sth St Sth St Sth Sth St Sth Sth St Sth	~~				From:		2nd St									
Sth St Sth Sth St Sth Sth St Sth	250 Broad St	0.38	18000	G	94%	1%	1% 1%	2%	0%	С	0.078	F	0.509	20000	G	2003
250 Broad St 0.38 21000 G 97% 1% 1% 1% 1% 1% 0% F 0.095 F 0.674 24000 G 2003 250 Broad St 0.49 13000 G 91% 1% 3% 4% 1% 0% C 0.090 F 0.734 15000 G 2003 250 Broad St 0.13 9800 G 97% 1% 2% 1% 0% 0% 0% F 0.099 F 0.721 10000 G 2003 250 Broad St 0.13 9800 G 97% 1% 2% 1% 0% 0% 0% F 0.099 F 0.721 10000 G 2003 250 Broad St 0.13 9800 G 92% 0% 2% 1% 3% 0% C 0.079 F 0.537 28000 G 2003 250 Broad St 0.13 9800 G 92% 0% 2% 1% 3% 0% C 0.079 F 0.537 28000 G 2003 250 Broad St 0.13 9800 G 92% 0% 2% 1% 3% 0% C 0.079 F 0.537 28000 G 2003 250 Broad St 0.13 9800 G 92% 0% 2% 1% 3% 0% C 0.079 F 0.537 28000 G 2003 250 Broad St 0.13 9800 G 92% 0% 2% 1% 3% 0% C 0.079 F 0.537 28000 G 2003	~				To-		8th St									
250 Broad St 0.49 13000 G 91% 1% 3% 4% 1% 0% C 0.090 F 0.734 15000 G 2003 To	250 Broad St	0.38	21000	G		1%	1% 1%	1%	0%	F	0.095	F	0.674	24000	G	2003
250 Broad St 0.49 13000 G 91% 1% 3% 4% 1% 0% C 0.090 F 0.734 15000 G 2003 Solution Print US 60, 21st St US 60, 21st	~				To		14th St									
SCL Richmond SCL	250 Broad St	0.49	13000	G		1%		1%	0%	С	0.090	F	0.734	15000	G	2003
250 Broad St 0.13 9800 G 97% 1% 2% 1% 0% 0% F 0.09 F 0.721 10000 G 2003 To 23rd St	<u> </u>				To-		US 60, 21st St									
301 1 Jefferson Davis H 2.13 26000 G 92% 0% 2% 1% 3% 0% C 0.079 F 0.537 28000 G 2003	250 Broad St	0.13	9800	G		1%			0%	F	0.09	F	0.721	10000	G	2003
301 1 Jefferson Davis H 2.13 26000 G 92% 0% 2% 1% 3% 0% C 0.079 F 0.537 28000 G 2003 September Se					To:		23rd St									
Semmes Ave Sem					From:		SCL Richmond	i								
301 1 Jefferson Davis H 0.86 16000 A 95% 1% 1% 1% 2% 0% C 0.094 A 0.587 17000 A 2003 To	301 1 Jefferson Davis H	2.13	26000	G	92%	0%	2% 1%	3%	0%	С	0.079	F	0.537	28000	G	2003
301 1 Jefferson Davis H 0.86 16000 A 95% 1% 1% 1% 2% 0% C 0.094 A 0.587 17000 A 2003 Total Hopkins Rd	\sim				To-		Bellmeade Rd									
301 1 Jefferson Davis H 1.01 23000 G 91% 1% 3% 2% 3% 0% C 0.075 F 0.584 27000 G 2003	301 1 Jefferson Davis H	0.86	16000	Α		1%			0%	С	0.094	Α	0.587	17000	Α	2003
301 1 Jefferson Davis H 1.01 23000 G 91% 1% 3% 2% 3% 0% C 0.075 F 0.584 27000 G 2003 301 1 Cowardin Ave 0.39 24000 G 94% 1% 2% 2% 1% 0% C 0.082 F 0.624 28000 G 2003 301 1 Lee Bridge 0.76 39000 G 96% 1% 2% 0% 1% 0% C 0.091 F 0.617 45000 G 2003	~ · ·				To: From:		Hopkins Rd									
Towardin Ave 0.39 24000 G 94% 1% 2% 2% 1% 0% C 0.082 F 0.624 28000 G 2003	301 1 Jefferson Davis H	1.01	23000	G		1%		3%	0%	С	0.075	F	0.584	27000	G	2003
301 1 Cowardin Ave 0.39 24000 G 94% 1% 2% 2% 1% 0% C 0.082 F 0.624 28000 G 2003 Toler Semmes Ave Semmes Ave Semmes Ave Semmes Ave C 0.091 F 0.617 45000 G 2003					To		US 360 Hull S	t								
Semmes Ave Sem	301 1 Cowardin Ave	0.39	24000	G	94%	1%			0%	С	0.082	F	0.624	28000	G	2003
301 1 Lee Bridge 0.76 39000 G 96 1% 2% 0% 1% 0% C 0.091 F 0.617 45000 G 2003					To-											
	301 1 Lee Bridge	0.76	39000	G		1%		1%	0%	С	0.091	F	0.617	45000	G	2003

Route Length AADT QA 4Tino But Sales S							City o	f Richmo	ona								
Second Complement Complem	Route	Length	AADT	QA	4Tire	Bus	2Axle			2Trail	QC		QK		AAWDT	QW	Year
Sept	City of Richmond																
Behvidere St 0.15 45000 G 98% 1% 2% 0% 1% 0% F 0.080 F 0.575 52000 G 2003	CONTRACTOR OF	0.00	0.4000	_		40/	00/		40/	00/	_	0.007	_	0.040	00000	_	0000
Sept	301 1 Belvidere St	0.92	34000	G	96%	1%	2%	0%	1%	0%	F	0.087	F	0.618	39000	G	2003
18 18 18 18 18 18 18 18	~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	- · · -				407			10/								
Sept 1 Behridere St. 0.40 35000 G. 96% 1% 2% 0.0% 1% 0.0% F. 0.083 F. 0.611 41000 G. 2003	301 1 Belvidere St	0.15	45000	G	96%	1%	2%	0%	1%	0%	F	0.080	F	0.575	52000	G	2003
Chamberlayne Av	~~~									-							
Sept Hull Street Rd	(301) (1) Belvidere St	0.40	35000	G		1%				0%	F	0.083	F	0.611	41000	G	2003
301 1 Chamberlayne Av 1.02 23000 G 96% 1% 2% 0% 1% 0% C 0.077 F 0.590 27000 G 2003	~ ~								lve								
Second Combined Plane Combined Pla	Chamberlayne Av	1.02	23000	G	96%	1%			1%	0%	С	0.077	F	0.590	27000	G	2003
301 1 Chamberlayne Av					To		EA			L							
Second Commitment Second Second	Chamberlayne Av	0.31	24000	G		1%				0%	F	0.077	F	0.615	28000	G	2003
Combined Street Combined S	301) (1) 3.12.113.113.113.113	0.0			To:	. , ,					-	0.0	•	0.0.0			
1	Chamberlayne Av	0.86	17000	G		1%				0%	C	0.086	F	0 592	20000	G	2003
Second Combined Payme Av O.26 14000 G 96% 1% 1% 0% 1% 0% 1% 0% 0	301 Toriamberiayile Av	0.00	17000	Ü	5570	1 /0				070	O	0.000	•	0.002	20000	J	2000
Combined Street Rd Combine	Chambarlauna Av	0.26	14000		From:	10/				00/	г	0.001	г	0.570	17000		2002
Second Chambertayne Av 0.94 16000 G 96% 1% 1% 0% 1% 0% 0% C 0.088 F 0.577 19000 G 2003	Chamberlayile Av	0.26	14000	G	96%	170	170	0%	170	0%	Г	0.061	Г	0.576	17000	G	2003
Azalca Ave Aza	~~~																
Second Chamberlayne Ave Combined Traffic Combined Combined Traffic Combined Traffic Combined Combine	(301) (1) Chamberlayne Av	0.94	16000	G	96%	1%	1%	0%	1%	0%	С	0.088	F	0.577	19000	G	2003
Second S	~ ~				To: From:		A	zalea Ave		-							
Section Sect	(301) Chamberlayne Ave	0.04	14000	G		1%	2%	0%	2%	0%	F	0.089	F	0.516	15000	G	2003
360 Hull Street Rd	<u> </u>				To:		NCI	Richmon	d								
Second Hull Street Rd 2.18 25000 F 98% 0% 1% 0% 0% 1% 0% 0% 0	~~~					SR 150 C				mond							
380 Hull Street Rd	(360) Hull Street Rd	0.61	35000	F	98%	0%	1%	0%	1%	0%	С	0.085	F	0.604	36000	F	2003
Second Hull Street Rd 2.18 25000 F 98% 0% 1% 0% 1% 0% 0% 0% 0					To:			Hey Rd		-							
SR 161 Belt Bild	360 Hull Street Rd	2.18	25000	F		0%	1%	0%	1%	0%	С	0.087	F	0.635	26000	F	2003
360 Hull St	\subseteq				To		SR 1	61 Belt Bl	vd	F							
360 Hull St	360 Hull St	0.18	20000	G		1%				0%	F	0.092	F	0.678	21000	G	2003
360 Hull St					To		M	amira Dr									
Midlothian Tripk	(260) Hull St	1 05	16000	G		1%			0%	0%	F	0.079	F	0.7	17000	G	2003
360 Hull St 0.54 2200 A 98% 1% 1% 0% 0% 0% 0% 0% 0	360) 1 1411 31	1.00	.0000		T	170					•	0.070	·	0.1	11000	Ŭ	2000
Second S	(m)	0.54	22000	Λ.		10/				0%	C	0.087	۸	0.621	22000	۸	2003
360 Hull St 0.55 15000 G 98% 1% 1% 0% 0% 0% 0% F 0.088 F 0.677 16000 G 2003	(360)	0.54	22000	^	90 /0	1 /0	1 /0	0 76	0 70	0 /0	C	0.007	^	0.021	22000	^	2003
360 Hull St 0.37 2000 G 92% 1% 1% 3% 2% 0% C 0.091 F 0.541 2000 G 2003	~~~\u_{11.11.01}	0.55	45000									0.000		0.077	10000		0000
360 Hull St	360 Hull St	0.55	15000	G	98%	1%	1%	0%	0%	0%	F	0.088	F	0.677	16000	G	2003
360 Hull St	~~~									-							
360 Mayo Bridge 0.51 22000 G 98% 1% 1% 0% 0% 0% 0% F 0.092 F 0.539 22000 G 2003	(360) Hull St	0.37	20000	G	92%	1%	1%	3%	2%	0%	С	0.091	F	0.541	20000	G	2003
360 14th Street 0.08 17000 G 98% 1% 1% 0% 0% 0% 0% F NA 18000 G 2003	~				From:			1st St									
360 14th Street 0.08 17000 G 98% 1% 1% 0% 0% 0% 0% F NA 18000 G 2003	360 Mayo Bridge	0.51	22000	G	98%	1%	1%	0%	0%	0%	F	0.092	F	0.539	22000	G	2003
360 14th Street 0.08 17000 G 98% 1% 1% 0% 0% 0% 0% F NA 18000 G 2003	<u> </u>				To			Dock St		-							
360 14th Street 0.08 17000 N 98% 1% 1% 0% 0% 0% 0% 0% N NA 18000 N 2003	360 14th Street	0.08	17000	G		1%			0%	0%	F	NA			18000	G	2003
360 14th Street 0.08 17000 N 98% 1% 1% 0% 0% 0% 0% 0% N NA 18000 N 2003					To:				+								
Second S	360 14th Street	0.08	17000	N	From:	1%				0%	N	NA			18000	N	2003
360 Main St 0.30 16000 G 98% 1% 1% 0% 0% 0% 0% F 0.078 F 0.584 16000 G 2003	000	2.20									. •	•					
To:	~~~							14th St									
360 18th Street 0.14 7400 G 98% 1% 1% 0% 0% 0% 0% F 0.091 F 0.781 7700 G 2003	(360) Main St	0.30	16000	G		1%			0%	0%	F	0.078	F	0.584	16000	G	2003
360 18th Street 0.14 7400 G 98% 1% 1% 0% 0% 0% F 0.091 F 0.781 7700 G 2003 360 18th Street									+								
360 18th Street	2co 18th Street	0 14	7400	G		1%				0%	F	0.091	F	0 781	7700	G	2003
360 18th Street	300) 1541 54 561	J. 1-	00	•	T	. 70			3 /0	- 70	•	0.001	•	001		9	2000
Combined Traffic: 9300 G 98% 1% 1% 1% 0% 0% 0% F NA 9600 G Tro Balding St From: 18th St 360 Balding St Combined Traffic: 9300 N 98% 1% 1% 0% 0% 0% 0% N 0.149 N 4200 N 2003 Combined Traffic: 9300 N 98% 1% 1% 0% 0% 0% 0% N NA 9600 N	10th Street	0.75	4000			10/			00/	00/		0.440			4200		2002
Balding St Balding St Balding St Balding St Balding St Balding St Balding St Balding St Balding St Ba													г				2003
Standard S	Combined	ı ı rattıc:	9300	G		1%			U%	υ%	F	NΑ			9000	G	
Balding St 0.03 4000 N 98% 1% 1% 0% 0% 0% N 0.149 N 4200 N 2003 Combined Traffic: 9300 N 98% 1% 1% 0% 0% 0% N NA 9600 N										 							
Combined Traffic: 9300 N 98 <u>% 1% 1% 0% 0% 0%</u> N NA 9600 N	360 Balding St	0.03	4000	N	98%	1%			0%	0%	Ν	0.149	Ν		4200	Ν	2003
	1		9300	N	98%	1%				0%	Ν				9600	Ν	

							City of Richino	IIU								
Route	Leng	gth A	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
ity of Richmond					. 1											
47th Church	0.4	0	0000	_	From:	40/	Balding St	00/	00/	_	0.400	_	0.000	0000	0	2002
17th Street	0.1	9	8800	G	98%	1%	1% 0%	0%	0%	F	0.109	F	0.636	9200	G	2003
					From:		Fairfield Way 17th St									
360 Fairfield Way	0.5	4	6700	G	98%	1%	1% 0%	0%	0%	F	0.117	F	0.853	6900	G	2003
,					To:		Mechanicsville Tr	pk								
~~~					From:		Fairfield Way									
360 Mechanicsville	Tnpk 0.4	4 1	13000	G	96%	1%	1% 1%	1%	0%	С	0.095	F	0.668	14000	G	2003
~ <u> </u>					To: From:		I-64									
360 Mechanicsville	Tnpk 0.2	5 3	38000	G	95%	0%	2% 2%	1%	0%	С	0.091	F	0.649	40000	G	2003
000)					To:		ECL Richmond									
					From:		US 360; 18th St		Ī							
3 ₆₀ Grace St	0.0	6	2400	G	98%	1%	1% 0%	0%	0%	F	0.123	F	0.947	2500	G	2003
380)	Combined Traff		NA	_	/-		.,.		-,-	•	NA	-	****	NA		
	Jonibinea Tran	110.	14/4		To:		17th St				14/-1			INA		
					From:		Grace St									
3 ₆₀ 17th Street	0.0	8	3900	G	98%	1%	1% 0%	0%	0%	F	0.107	F		4000	G	2003
-\$-/ c	Combined Traff	fic:	7800	G	98%	1%	1% 0%	0%	0%	F	NA			8200	G	
					To:		US 250 Broad S	t								
360 17th Street	0.6		5300	G	From: 98%	1%	1% 0%	0%	0%	F	0.127	F	<del></del>	5500	G	2003
350 17111011001	o.o Combined Traff		9300	G	98%	1%		0%	0%	F	NA	'		9600	G	2000
	ombined man	IIC.	9300	G	To:	1 /0	1% 0% Balding St	0 /0	0 /6		INA			9000	G	
					From:				1							
Propole	1.0	2	2700	G	94%	2%	Hull St 2%	0%	0%	F	0.089	F	0.567	2900	G	2003
1 Bryce Ln	1.0	2	2700	G	94 70 To:	Z 70		0%	0%	Г	0.069	Г	0.567	2900	G	2003
							Broad Rock Rd									
O 0 ""	4.0		0400	_	From:	00/	Hull St	00/	00/	_	0.404	_	0.500	0000	_	0000
2 Orcutt Ln	1.2	4	3100	G	94% To:	2%	1% 2%	0%	0%	F	0.101	F	0.523	3300	G	2003
							Broad Rock Rd									
<u> </u>				_	From:		Walmsley Blvd					_			_	
3 Clearfield St	0.7	8	430	G							0.128	F	0.566	450	G	2003
					To: From:		Orcutt Lane		-							
3 Clearfield St	0.3	1	NA								NA			NA		
					To:		Bryce Lane									
					From:		Jeff Davis Hwy		Ī							
4 Royall Ave	0.6	6	2200	G	94%	2%	1% 2%	0%	0%	F	0.103	F	0.583	2300	G	2003
					To:		Commerce Rd									
					From:		Dale Ave									
5 Lynhaven Ave	1.9	6	750	G	94%	2%	1% 2%	0%	0%	С	0.118	F	0.587	800	G	2003
J ,		-		_	To:		Royall Ave			_		-			-	
					From:		US 1		1							
6 Dale Ave	0.1	0	340	G	94%	2%	1% 2%	0%	0%	F	0.089	F	0.849	360	G	2003
6 Dale Ave	0.1	U	540	J	Tn:	2 /0	Lynhaven Ave	070	070	'	0.000	'	0.043	300	O	2000
					From:											
Castleward Dd	0.0		2400	_		20/	Walmsley Blvd		00/	_	0.007	_	0.707	2200	_	2002
7 Castlewood Rd	0.8	3	3100	G	94%	2%	1% 2%	0%	0%	F	0.087	F	0.727	3300	G	2003
					From:		Bells Rd									
7 Castlewood Rd	0.4	5	2400	G	94 <u>%</u>	2%	1% 2%	0%	0%	F	0.091	F	0.520	2500	G	2003
					To:		Ruffin Rd									
					From:		Castlewood Rd									
8 Ruffin Rd	0.0	3	2600	G	95%	1%	2% 0%	1%	0%	F	0.087	F	0.524	2800	G	2003
					To:		Iaff Davis H									
8 Ruffin Rd	0.7	5	3800	G	95%	1%	Jeff Davis Hwy 2% 0%	1%	0%	С	0.08	F	0.524	4000	G	2003
8) Ruffin Ra	0.7	J	3000	G	95% To:	1 70	Z% U% Commerce Rd	1 70	U 70	C	0.00	Г	0.024	4000	G	2003
					From:		Belmont Rd									
○ W D :		_	000	_	050/	007		001	007	_	0.00-	_	0.500	000	_	0000
9 W. Belmont Rd	0.3	2	830	G	95% To:	2%	2% 1% Iron Bridge Rd	0%	0%	С	0.097	F	0.529	880	G	2003

						City of Richmo	na								
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle			CC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Richmond						2 040 0 7 040	rrian			1 dotoi		1 40101			
				From:		Carnation St								_	
10 Hioaks Rd	0.46	7400	G	96%	1%	3% 0%	0%	0%	С	0.086	F	0.566	7900	G	2003
						Jahnke Rd									
(11) Carnation St	0.68	6600	G	From: 97%	1%	US 60 2% 0%	0%	0%	С	0.095	F	0.587	7000	G	2003
(11) Carnation St	0.00	0000	G	97 70 To:	1 70	Hioake Rd	070	070	C	0.095	г	0.567	7000	G	2003
				From:		Hobbyhill Rd									
12 Traylor Dr	0.97	330	G	98%	0%	1% 1%	0%	0%	F	0.168	F	0.705	350	G	2003
12				To:		Cherokee Rd									
				From:		Old Gun Rd									
13 Duryea Dr	1.01	1000	G	98%	0%	1% 1%	0%	0%	F	0.103	F	0.592	1100	G	2003
				To:		Old Field Dr									
_				From:		Duryea Dr									
(14) Old Field Dr	0.08	550	G	98%	0%	1% 1%	0%	0%	F	0.119	F	0.561	580	G	2003
				To:		Westgate Dr									
O				From:		Huguenot Rd									
(15) Old Gun Rd	1.09	2300	G	98% To:	0%	1% 1%	0%	0%	С	0.09	F	0.563	2400	G	2003
						WCL Richmond									
16) Stratford Rd	1.12	270	G	96%	1%	Forest Hill Ave	0%	0%	С	0.115	F	0.581	280	G	2003
(16) Stratford Rd	1.12	2/0	G	90%	170	2% 0%	U%	U%	C	0.115	Г	0.561	200	G	2003
Otrotfood Dd	0.00	200		From:	40/	Chippenham Pkw		-00/		0.400		0.507	0.40		0000
16 Stratford Rd	0.66	230	G	95% To:	1%	2% 1%	1%	0%	С	0.126	F	0.567	240	G	2003
				From:		Cherokee Rd									
17) DMV Dr	0.22	4100	G	97%	1%	Leigh St 1% 1%	0%	0%	С	0.094	F	0.505	4300	G	2003
17) DMV Dr	0.22	4100	G	Tn:	1 /0	Broad St	0 70	070	C	0.034	•	0.505	4300	O	2003
				From:		Semmes Ave		i							
18) Forest Hill Ave	0.38	4600	G	97%	1%	1% 1%	0%	0%	F	0.111	F	0.696	4900	G	2003
10)				To:		Broad Rock Rd									
				From:		North Ave									
20) Poe St	0.05	4400	G	97%	1%	1% 1%	0%	0%	F	0.089	F	0.57	4700	G	2003
				To:		Monteiro Ave									
20) Poe St	0.11	NA		From:		Barton Ave				NIA			NΙΔ		
20) Poe St	0.11	NA		To:		127-21 Monteiro A	lve			NA			NA		
				From:				1							
21) Monteiro Ave	0.25	NA		<u> </u>		127-22 Fritz St		!		NA			NA		
21) Maritano 7 tro	0.20			To:		127-20 Poe St							147		
				From:		Leigh St									
22) 1st Street	0.73	5300	G	97%	1%	1% 1%	0%	0%	F	0.090	F	0.534	5600	G	2003
				To:		Fritz St									
				From:		Canal St									
(43) 8th Street	0.22	14000	G	97%	1%	1% 1%	0%	0%	F	0.134	F		14000	G	2003
				To:		Broad St		<u> </u>							
(43) 8th Street	0.32	12000	G	97%	1%	1% 1%	0%	0%	F	0.106	F		13000	G	2003
				To:		Leigh St									
				From:		Canal St									
(44) 7th Street	0.84	9400	G	99%	0%	0% 1%	0%	0%	F	0.126	F		9900	G	2003
				To-		SBL I-95									
$\sim$				From:		Broad St									
(45) 5th Street	0.41	11000	G	99%	0%	0% 1%	0%	0%	F	NA			11000	G	2003
				To:		I-95									
O #1 2: .:		4	_	From:	201	Functional Class Ch	_		_	0.455	_			_	
46) 4th Street	0.69	1500	G	99%	0%	0% 1%	0%	0%	F	0.152	F		1600	G	2003
				To:		Jackson St									

Roufe   Length   AADT   QA   4Tire   Bus     AADT   2A   4Tire   Bus     AADT   2A   4ADT   2A   4ADT   2ADT   2Tiral	City of Richmond  46 4th Street  47 3rd Street  48 2nd Street  48 2nd Street  48 2nd Street	0.24 0.83 0.28 0.23 0.45	NA 4300 8200 5200 5300	G G	From: 99% To:	0%	2Axle 3+Axle  Jackson Stree  127-7609; 5Th St  Canal St  0% 1%  I-95  US 1, US 301 Belvic	reet 0%	2Trail	QC	Factor NA			NA	QW	Year
April	46 4th Street  47 3rd Street  48 2nd Street  48 2nd Street  48 2nd Street	0.83 0.28 0.23 0.45	4300 8200 5200 5300	G G	From: 99% To: From: 99% From: 99%		127-7609; 5Th St  Canal St  0% 1%  I-95  US 1, US 301 Belvi	reet 0%	0%	F						
April   Apri	3rd Street  2nd Street  2nd Street  2nd Street  2nd Street	0.83 0.28 0.23 0.45	4300 8200 5200 5300	G G	From: 99% To: From: 99% From: 99%		127-7609; 5Th St  Canal St  0% 1%  I-95  US 1, US 301 Belvi	reet 0%	0%	F						
127-7807-51th Steet	3rd Street  2nd Street  2nd Street  2nd Street  2nd Street	0.83 0.28 0.23 0.45	4300 8200 5200 5300	G G	99% To:  From: 99% From: 99%		Canal St  0% 1%  I-95  US 1, US 301 Belvio	0%	0%	F		 F				
Agriculture	2nd Street  2nd Street  2nd Street  2nd Street	0.28 0.23 0.45 0.54	8200 5200 5300	G G	99% To:  From: 99%  To:		0% 1% I-95 US 1, US 301 Belvi		0%	F	0.159	F		4500		
### 1.95 ### 1.95 ### 1.95 ### 1.95 ### 1.95 ### 1.95 ### 1.95 ### 1.95 ### 1.95 ### 1.95 ### 1.95 ### 1.95 ### 1.95 ### 1.95 ### 1.95 ### 1.95 ### 1.95 ### 1.95 ### 1.95 ### 1.95 ### 1.95 ### 1.95 ### 1.95 ### 1.95 ### 1.95 ### 1.95 ### 1.95 ### 1.95 ### 1.95 ### 1.95 ### 1.95 ### 1.95 ### 1.95 ### 1.95 ### 1.95 ### 1.95 ### 1.95 ### 1.95 ### 1.95 ### 1.95 ### 1.95 ### 1.95 ### 1.95 ### 1.95 ### 1.95 ### 1.95 ### 1.95 ### 1.95 ### 1.95 ### 1.95 ### 1.95 ### 1.95 ### 1.95 ### 1.95 ### 1.95 ### 1.95 ### 1.95 ### 1.95 ### 1.95 ### 1.95 ### 1.95 ### 1.95 ### 1.95 ### 1.95 ### 1.95 ### 1.95 ### 1.95 ### 1.95 ### 1.95 ### 1.95 ### 1.95 ### 1.95 ### 1.95 ### 1.95 ### 1.95 ### 1.95 ### 1.95 ### 1.95 ### 1.95 ### 1.95 ### 1.95 ### 1.95 ### 1.95 ### 1.95 ### 1.95 ### 1.95 ### 1.95 ### 1.95 ### 1.95 ### 1.95 ### 1.95 ### 1.95 ### 1.95 ### 1.95 ### 1.95 ### 1.95 ### 1.95 ### 1.95 ### 1.95 ### 1.95 ### 1.95 ### 1.95 ### 1.95 ### 1.95 ### 1.95 ### 1.95 ### 1.95 ### 1.95 ### 1.95 ### 1.95 ### 1.95 ### 1.95 ### 1.95 ### 1.95 ### 1.95 ### 1.95 ### 1.95 ### 1.95 ### 1.95 ### 1.95 ### 1.95 ### 1.95 ### 1.95 ### 1.95 ### 1.95 ### 1.95 ### 1.95 ### 1.95 ### 1.95 ### 1.95 ### 1.95 ### 1.95 ### 1.95 ### 1.95 ### 1.95 ### 1.95 ### 1.95 ### 1.95 ### 1.95 ### 1.95 ### 1.95 ### 1.95 ### 1.95 ### 1.95 ### 1.95 ### 1.95 ### 1.95 ### 1.95 ### 1.95 ### 1.95 ### 1.95 ### 1.95 ### 1.95 ### 1.95 ### 1.95 ### 1.95 ### 1.95 ### 1.95 ### 1.95 ### 1.95 ### 1.95 ### 1.95 ### 1.95 ### 1.95 ### 1.95 ### 1.95 ### 1.95 ### 1.95 ### 1.95 ### 1.95 ### 1.95 ### 1.95 ### 1.95 ### 1.95 ### 1.95 ### 1.95 ### 1.95 ### 1.95 ### 1.95 ### 1.95 ### 1.95 ### 1.95 ### 1.95 ### 1.95 ### 1.95 ### 1.95 ### 1.95 ### 1.95 ### 1.95 ### 1.95 ### 1.95 ### 1.95 ### 1.95 ### 1.95 ### 1.95 ### 1.95 ### 1.95 ### 1.95 ### 1.95 ### 1.95 ### 1.95 ### 1.95 ### 1.95 ### 1.95 ### 1.95 ### 1.95 ### 1.95 ### 1.95 ### 1.95 ### 1.95 ### 1.95 ### 1.95 ### 1.95 ### 1.95 ### 1.95 ### 1.95 ### 1.95 ### 1.95 ### 1.95 ### 1.95 ### 1.95 ### 1.95 ### 1.95 ### 1.95 ### 1.95 ### 1.95 ### 1.95 ###	48 2nd Street  48 2nd Street  48 2nd Street	0.28 0.23 0.45 0.54	8200 5200 5300	G G	To:  From:  99%  To: From:		I-95 US 1, US 301 Belvi		0%	F	0.159	F		4500		
1.95	2nd Street 2nd Street 2nd Street 2nd Street	0.23 0.45 0.54	5200 5300	G	99% To:		US 1, US 301 Belvi	dere St	1					4500	G	2003
## 2nd Street	2nd Street 2nd Street	0.23 0.45 0.54	5200 5300	G	99%			dere St								
Age   2nd Street   0.23   5200   G   99%   0%   0%   0%   1%   0%   0%   0%   0	2nd Street 28 2nd Street	0.23 0.45 0.54	5200 5300	G	To- From:	0%	0% 1%									
48) 2nd Street 0.23 5200 G 99% 0% 0% 1% 0% 0% F 0.146 F 0.944 5500 G  48) 2nd Street 0.45 5300 G 99% 0% 0% 0% 1% 0% 0% F 0.095 F 5600 G  49) Adams St 0.54 2000 G 94% 1% 2% 1% 1% 1% F 0.095 F 5600 G  50) Chamberlayne Pkwy 0.44 6100 G 94% 1% 2% 1% 1% 1% F 0.095 F 6400 G  51) Canal St 0.76 4000 G 94% 1% 2% 1% 1% 1% F 0.095 F 6400 G  52) Marshall St 0.76 6800 N 94% 1% 2% 1% 1% 1% 1% F 0.134 F 4200 G  52) Marshall St 0.86 6800 G 94% 1% 2% 1% 1% 1% 1% N NA 7100 N  52) Marshall St 0.86 6800 G 94% 1% 2% 1% 1% 1% 1% 1% 1% 1% 1% 1% 1% 1% 1% 1%	2nd Street	0.45	5300					0%	0%	С	NA			8600	G	2003
Age   2nd Street   0.45   5300   G   99%   0%   0%   1%   0%   0%   0%   0%   0	2nd Street	0.45	5300		99%											
48) 2nd Street  49) Adams St  0.54		0.54		G		0%	0% 1%	0%	0%	F	0.146	F	0.944	5500	G	2003
10		0.54		G	From:		SR 147 Cary S	t								
## Adams St	49) Adams St		2000			0%	0% 1%	0%	0%	F	0.095	F		5600	G	2003
49 Adams St 0.54 2000 G 94% 1% 2% 1% 1% 1% 1% F 0.098 F 0.573 2200 G 1	49) Adams St		2000		To:		Clay St									
Total St   State   S	Adams St		2000		<u> </u>											
Clay St   Clay		0.44		G		1%		1%	1%	F	0.098	F	0.573	2200	G	2003
Chamberlayne Pkwy		0.44							ļ							
Belvidere St	O 01	0.44		_		101		401	101	_		_			_	
Second St   0.76   4000   G   94%   1%   2%   1%   1%   1%   1%   F   0.134   F   4200   G	50 Chamberlayne Pkwy		6100	G		1%		1%	1%	F	0.095	F		6400	G	2003
Canal St   0.76   4000   G   94%   1%   2%   1%   1%   1%   1%   1%   1																
Selvidere St	Canal Ct	0.76	4000	•		10/		10/	10/	_	0.124	_		4200	0	2001
Solution	51) Cariai Si	0.76	4000	G	_	170		170	170	Г	0.134	Г		4200	G	2003
52 Marshall St								Ct					-		-	
Henry St   Henry St   Henry St   St   Henry St   Henr	Marchall St	0.07	6800	N		1%			1%	NI	NΔ			7100	N	2003
Second Parameters   Seco	52) Warshall ot	0.07	0000	.,	5470	1 70		170	170	11	IVA			7 100		2000
To	Maraball Ct	0.06	6000			10/		10/	10/		NIA		-	7100		2001
Sample   S	52) Marshall St	0.00	6000	G		170		170	170	C	NA			7 100	G	2003
Solution									I							
To   ATh St   St   St   St   St   St   St   St	Clay St	0.13	570	G		1%		1%	0%	F	0.12	F		600	G	2003
Start   Star	53) Oldy Or	0.10	0.0	•		170		170	070	•	0.12	•		000	O	2000
Clay St   0.05   2500   G   96%   1%   2%   1%   1%   0%   F   0.127   F   0.762   2700   G					From:				1							
To   ST   St   Stony Point Pkwy   0.22   NA   To   Dead End   SR   10   SR	54 Clav St	0.05	2500	G	96%	1%		1%	0%	F	0.127	F	0.762	2700	G	2003
Stony Point Pkwy   0.22   NA     From     Ent. To Physician Office   SR 10   NA   NA   NA   NA   NA   NA   NA   N	<u> </u>															
Stony Point Pkwy   0.22   NA   From   Ent. To Physician Office   SR 10   NA   NA   NA   SR 161   SR					From:		7Th St									
Stony Point Pkwy   0.22 NA   From   Ent. To Physician Office   NA   NA   NA	55) Jackson St	0.05	11000	G	96%	1%		1%	0%	F	0.108	F	0.785	12000	G	2003
Stony Point Pkwy   0.22   NA   Te   Dead End   NA   NA   NA   NA   NA   NA   NA   N					To:		8Th St									
Ter   Dead End   SR 10					From:		Ent. To Physician C	Office								
To   Dead End   From   SR 10   NA   NA   NA   NA   NA   NA   NA   N	58) Stony Point Pkwy	0.22	NA								NA			NA		
Terminal Ave   0.76   NA   NA   NA   NA   NA   NA   NA   N					To:		Dead End									
Te   SR 161	_				From:		SR 10						-		-	
SCL Richmond   SCL Richmond   SCL Richmond   From   SCL Richmond   SCL Richmond   From	59) Terminal Ave	0.76	NA								NA			NA		
Hopkins Rd 0.55 <b>5300 G</b> 96% 1% 2% 1% 1% 0% F 0.104 F 0.703 5600 G    Walmsley Blvd   From   Walmsley Blvd   Fro	<u> </u>				To:		SR 161									
To a control of the c	$\overline{}$															
7505 Hopkins Rd 0.98 <b>9800 G</b> 96% 1% 2% 1% 1% 0% C 0.100 F 0.693 10000 G	(7505) Hopkins Rd	0.55	5300	G	96%	1%	2% 1%	1%	0%	F	0.104	F	0.703	5600	G	2003
7505 Hopkins Rd 0.98 <b>9800 G</b> 96% 1% 2% 1% 1% 0% C 0.100 F 0.693 10000 G	<u> </u>						Walmsley Blv		}							
	(7505) Hopkins Rd	0.98	9800	G		1%	2% 1%	1%	0%	С	0.100	F	0.693	10000	G	2003
To Terminal Ave					To: From:		Terminal Ave	;	1							
7505) Hopkins Rd 1.34 <b>11000 G</b> 96% 1% 2% 1% 1% 0% F 0.091 F 0.689 12000 G	7505) Hopkins Rd	1.34	11000	G		1%			0%	F	0.091	F	0.689	12000	G	2003
<u></u>																
Holly Spring Ave   Holly Spring Ave   F 0.09 F 0.671 11000 G	7505 Hopkins Rd	0 69	11000	G	From: 96%	1%			0%	F	0.09	F	0.671	11000	G	2003
To: Jeff Davis Hwy	1000	0.00		_		. /0				•		•			-	_550
From: Hull St					From:				j							
7509) Broad Rock Rd 0.38 <b>8000 G</b> 96% 1% 2% 0% 0% 0% F 0.112 F 0.746 8400 G	7509) Broad Rock Rd	U 38	8000	G	<u> </u>	1%		00/	00/	_		_	0 740		_	
1900//		0.30	<del>-</del>	_	2 - 70		∠70 U70	υ%	υ%	F	0.112	F	0.746	8400	G	2003

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						City of Richino									
Route	Length	AADT	QA	4Tire	Bus	2Axle 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Richmond				P											
7531) Hey Rd	0.83	3200	G	97%	1%	Walmsley Blvd 1% 0%	0%	0%	F	0.09	F	0.635	3300	G	2003
<u> </u>				To:		Hull St									
				From:		Elkhardt Rd									
Whitehead Rd	1.18	5000	G	96%	1%	1% 1%	1%	0%	F	0.102	F	0.573	5300	G	2003
<u> </u>				From:		Warwick Rd									
German School Rd	0.57	5600	F	96%	1%	1% 1%	1%	0%	С	0.099	F	0.619	6100	F	2003
7533) German School Rd	0.91	6200	F	From: 98%	1%	Midlothian Tnpl	k 0%	0%	С	0.096	F	0.505	6800	F	2003
7533) 36			-	To:	.,,	Glenway Dr									
O 01 - D	0.44		_	From:	40/	German School F		-00/	_	0.007	_	0.500	0000	_	000
(7533) Glenway Dr	0.14	3600	F	97%	1%	1% 0%	0%	0%	С	0.097	F	0.509	3900	F	2003
				To: From:		Blakemore Rd									
Oleksmana Dd	0.04	2000	_		40/	Glenway Dr	40/		_	0.407	_	0.000	0400	0	200
₇₅₃₃ Blakemore Rd	0.21	2000	G	96%	1%	1% 1%	1%	0%	F	0.127	F	0.609	2100	G	200
				To: From:		Jahnke Rd									
7533) Blakemore Rd	0.47	3000	G	96%	1%	1% 1%	1%	0%	F	0.134	F	0.721	3200	G	200
				To:		Bliley Rd									
				From:		Blakemore Rd									
7533) Bliley Rd	0.57	2800	G	96%	1%	1% 1%	1%	0%	F	0.136	F	0.738	2900	G	200
				To		Forest Hill Ave									
				From:				<del></del>							
Diverside Dr	2.04	000	_		00/	Huguenot Rd	10/	00/	^	0.400	г	0.640	1000	0	200
Riverside Dr	2.01	980	G	96%	0%	2% 0%	1%	0%	С	0.108	F	0.612	1000	G	200
				To: From:		Scottview Dr		$\longrightarrow$							
Cookidaaa	0.00	000	_	<u> </u>	001	Riverside Dr	401	001	_	0.400	_	0.50	440	_	000
Scottview Dr	0.22	390	G	96%	0%	2% 0%	1%	0%	F	0.126	F	0.59	410	G	200
<u> </u>				To: From:		Longview Dr									
	0.00	4000	_		00/	Scottview Dr	40/	-00/	_	0.404	_	0.054	4000	0	000
(7534) Longview Dr	0.20	1800	G	96%	0%	2% 0%	1%	0%	F	0.104	F	0.654	1900	G	200
<u> </u>				To:		Hathaway Rd									
O			_	From:	201	Longview Dr			_		_				
( ₇₅₃₄₎ Hathaway Rd	0.30	3100	G	96 <u>%</u>	0%	2% 0%	1%	0%	F	0.101	F	0.599	3300	G	200
$\bigcirc$				To:		Forest Hill Ave									
				From:		Broad Rock Blve	d								
7535) Warwick Rd	1.00	15000	G	96%	1%	2% 0%	1%	0%	С	0.089	F	0.521	16000	G	200
7333)			•		. , ,				•	0.000		0.02		•	_00
				From:		Hull St									
7535) Warwick Rd	1.09	14000	G	96%	1%	2% 0%	1%	0%	F	0.086	F	0.525	15000	G	200
				To:		Whitshand D.d.		—							
Wanwick Bd	0.20	14000	G	From:	10/	Whitehead Rd	10/	00/	Е	0.004	E	0 E40	14000	C	200
7535 WarwicK Rd	0.20	14000	G	96%	1%	2% 0%	1%	0%	F	0.084	F	0.548	14000	G	200
				From:		Labrook Concour	se								
7535) Warwick Rd	0.40	11000	G	96%	1%	2% 0%	1%	0%	F	0.086	F	0.533	12000	G	200
				To:		Carnation St									
				From:		WCL Richmond									
Monument Ave	0.00	24000	•		10/			00/	_	0.402	Е	0.527	25000	_	200
7538 Monument Ave	0.83	24000	G	97%	1%	1% 1%	1%	0%	С	0.103	F	0.537	25000	G	200
				To:		Malvern Ave		$\neg$							
7538) Monument Ave	1.05	24000	G	97%	1%	1% 1%	1%	0%	F	0.104	F	0.556	26000	G	200
			-											-	
				From:		Boulevard									
7538 Monument Ave	0.95	14000	G	97%	0%	1% 1%	1%	0%	С	0.104	F	0.814	15000	G	200
				To:		LambanderCt									
Franklin Ct	0.64	0200		From:	10/	Lombardy St	00/	00/	^	0.400			0000	<u></u>	200
7538 Franklin St	0.61	9300	G	96%	1%	3% 0%	0%	0%	С	0.128	F		9900	G	200
				To: From:		Belvidere St		<b>─</b>							
7538) Franklin St	0.92	9500	G	96%	1%	3% 0%	0%	0%	F	0.128	F		10000	G	200
(1000) 1	J.U_		_	To:	. / •	9Th St	- 70		-		-			_	
						711151									
				r											
	_		_	From:		Three Chopt Ro			_		_			_	_
(7542) Grove Ave	0.31	11000	G	95% To:	1%	Three Chopt Ro 1% 2% Libbie Ave	1%	0%	С	0.112	F	0.723	11000	G	2003

						City of	Richmor	nd								
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle		2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Richmond				- 1												
(7542) Grove Ave	2.00	13000	G	96%	0%	1%	bie Ave 2%	1%	0%	С	0.116	F	0.704	14000	G	2003
				To: From:		Tho	mpson St									
7542) Grove Ave	1.65	9600	G	96%	0%	1%	2%	1%	0%	F	0.099	F	0.502	10000	G	2003
				To-		Lon	nbardy St									
_				From:		Jeff I	Davis Hwy									
7545) Bellmeade Rd	0.75	7100	G	84%	2%	5%	3%	7%	0%	С	0.096	F	0.663	7500	G	2003
				To: From:			merce Rd									
7545) Commerce Rd	1.27	13000	G	86%	1%	4%	meade Rd 4%	5%	0%	F	0.089	F	0.612	14000	G	2003
7545 Commerce Rd	1.21	13000	G	00 /0	1 /0	4 /0	4 /0	J /0	0 76	'	0.009	'	0.012	14000	G	2003
O 0 - D1	0.44	44000	_	From:	40/		ram Ave	<b>5</b> 0/		_	0.00	_	0.504	11000	_	0000
Commerce Rd	0.44	11000	G	86%	1%	4%	4%	5%	0%	С	0.09	F	0.594	11000	G	2003
				From:			farx St									
7545 Commerce Rd	0.45	12000	G	86%	1%	4%	4%	5%	0%	F	0.094	F	0.622	12000	G	2003
				To: From:		I	Hull St		-							
7545) Commerce Rd	0.39	8900	G	86%	1%	4%	4%	5%	0%	F	0.117	F	0.766	9500	G	2003
				To:		Sem	mes Ave									
				From:		E	ley Rd									
7548) Snead Rd	1.23	1000	G	86%	1%	4%	4%	5%	0%	F	0.095	F	0.545	1100	G	2003
				To-		Broad	Rock Blvd	l								
				From:		WCL	Richmond									
7552 Dumbarton Rd	0.05	8600	G	86%	1%	4%	4%	5%	0%	F	0.107	F	0.668	9100	G	2003
				To:		Br	ook Rd									
				From:		Но	okins Rd									
7553) Holly Spring Ave	0.48	5100	G	86%	1%	4%	4%	5%	0%	F	0.088	F	0.503	5400	G	2003
				To-		Broad	d Rock Rd									
_				From:		I-64	4-E186B									
₇₅₅₅ ) Laburnum Ave	0.17	NA									NA			NA		
				To: From:			R 197									
7555) Laburnum Ave	0.50	17000	G	95%	1%	2%	erlayne Av 1%	1%	0%	С	0.093	F	0.729	19000	G	2003
7555 Laburnum Ave	0.00	17000	Ŭ	To:	170		Richmond	170	070	Ü	0.000	•	0.720	10000	Ü	2000
				From:			ımsburg Rd		1							
7559) Darbytown Rd	0.20	6000	G	95%	1%	2%	1%	1%	0%	F	0.085	F	0.584	6300	G	2003
7559	0.20	0000		To:	170		Richmond	170		•	0.000	•	0.001	0000	Ū	2000
				From:												
7560) 42nd Street	0.44	1300	G	99%	0%	1%	t Hill Ave	0%	0%	F	0.171	F	0.891	1400	G	2003
7560) 12110 011001	0.11	.000		To:	070		erside Dr	070		•	0.111	•	0.001	1.00	Ū	2000
				From:			2Nd St									
7560) Riverside Dr	1.28	3100	G	99%	0%	1%	0%	0%	0%	С	0.185	F	0.938	3300	G	2003
				To:		Cow	ardin Ave									
				From:		Holly	Spring Ave	2								
7561) Maury St	0.97	6200	G	86%	1%	5%	2%	6%	1%	F	0.088	F	0.633	6600	G	2003
				To: From:		Jeff I	Davis Hwy									
(7561) Maury St	0.73	8500	G	86%	1%	5%	2%	6%	1%	С	0.079	F	0.516	9100	G	2003
				To:		Com	merce Rd									
7561) Maury St	0.35	9300	G	From: 86%	1%	5%	2%	6%	1%	F	0.075	F	0.531	9800	G	2003
7301)	0.00		•	To:	. 70		Nd St	J / 0	. ,0	•	5.570	•	0.001	3000	_	_500
				From:			aury St									
7561) 2nd Street	0.30	790	G	86%	1%	5%	2%	6%	1%	F	0.164	F		840	G	2003
				To:		I	Hull St									
				From:		Bo	ulevard		1							
7562) Idlewood Ave	0.14	5000	G	92%	3%	4%	0%	0%	0%	F	0.106	F	0.7	5300	G	2003
				To:		Rol	oinson St									
<u></u>				From:			ood Ave N									
7562 Robinson St	0.05	4900	G	92%	3%	4%	0%	0%	0%	F	0.089	F	0.599	5200	G	2003
				To-		Idlew	ood Ave S									

						City of Richmor	iu								
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle		2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Richmond								-							
Adjance and Acce	4.40	4000	_	From:	20/	Robinson St	00/	00/	_	0.004	_	0.500	4700	0	2002
(7562) Idlewood Ave	1.49	1600	G	92%	3%	4% 0%	0%	0%	С	0.091	F	0.526	1700	G	2003
						Belvidere St									
				From:		21st Street								_	
₇₅₆₃ Main St	0.25	16000	G	97 <u>%</u>	0%	2% 0%	0%	0%	F	0.104	F	0.786	17000	G	2003
				To:		25th St									
_				From:		Williamsburg Ro									
7565) Hatcher St	0.17	2200	G	97%	0%	2% 0%	0%	0%	F	0.090	F	0.536	2300	G	2003
				To		Potomac Street									
7565) Hatcher St	0.28	1700	G	97%	0%	2% 0%	0%	0%	С	0.098	F	0.542	1800	G	2003
Hatcher St	0.20	1700	·	To:	0 /0	ECL Richmond	0 70	070	O	0.000	'	0.542	1000	J	2000
<u> </u>			_	From:		Meadow St			_		_			_	
7566) Colorado Ave	0.34	1600	G	97%	0%	2% 0%	0%	0%	F	0.101	F	0.52	1700	G	2003
<u> </u>				To:		Lombardy St									
				From:		Jeff Davis Hwy									
7567) Dinwiddie Ave	1.11	840	G	86%	1%	4% 2%	7%	0%	F	0.098	F	0.636	890	G	2003
				To:		4Th St									
<u> </u>				From:		Dinwiddie Ave									· <u>—</u>
7567) 4th Street	0.21	7700	G	86%	1%	4% 2%	7%	0%	F	0.084	F	0.603	8200	G	2003
				To:		Maury St		L							
7567) 4th Street	0.29	1300	G	86%	1%	4% 2%	7%	0%	С	0.096	F		1300	G	2003
7507) 141 04 000	0.20		•	To:	170	Hull St	. 70		Ŭ	0.000	•		1000	Ū	2000
				From:				-							
\( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \)	4 55	7500	_		40/	Saunders Ave	40/	00/	_	0.400	_	0.744	0000	0	0000
Westwood Ave	1.55	7500	G	95%	1%	3% 0%	1%	0%	С	0.103	F	0.741	8000	G	2003
<u> </u>				To:		Hermitage Rd									
_				From:		Boulevard									
7570) Grace St	0.96	2600	G	97%	1%	2% 0%	0%	0%	С	0.093	F	0.605	2800	G	2003
				To:		Lombardy St									
7570) Grace St.	0.60	5500	G	97%	1%	2% 0%	0%	0%	F	0.095	F	0.74	5800	G	2003
Grace St.	0.00	5500	·	To:	170	Belvidere St.	0 70	070	'	0.000	'	0.74	3000	J	2000
				From:		Belvidere St.									
7570) Grace St	0.92	5600	G	97%	1%	2% 0%	0%	0%	F	0.099	F		5900	G	2003
7570) 3.200 3.	0.02			To:	. , ,	9th St	0,0		·	0.000	•		0000		
				From:											
O D 04	0.54	4000	_		40/	25Th St	00/	00/	_	0.000	_	0.500	0000	0	0000
₇₅₇₃ P St	0.54	1900	G	97% To:	1%	2% 0%	0%	0%	F	0.086	F	0.506	2000	G	2003
				From:		Oakwood Ave P St									
Oakwood Avo	0.54	2200	G	97%	10/	2% 0%	0%	0%	F	0.082	F	0.538	2400	G	2003
7573) Oakwood Ave	0.54	2300	G	97 % To:	1%	Richmond Rd	U /0	0 /0	1.	0.002	L.	0.556	Z <del>4</del> 00	G	2000
				From:		Oakwood Ave									
7573) Richmond Rd	0.65	1600	G	97%	1%	2% 0%	0%	0%	F	0.100	F	0.568	1700	G	2003
7373) 1 10111110110 1 10	0.00		•	To:	170	ECL Richmond	0 70		•	0.100	•	0.000	1100	Ū	2000
				-											
O Bardin 14	o o-	0000	_	From:	401	Meadow St	001	607	_	0.4:-	_		0.400	_	000
₇₅₇₄ Parkwood Ave	0.65	3200	G	97%	1%	2% 0%	0%	0%	F	0.145	F		3400	G	2003
				To: From:		Harrison St									
7574) Cumberland St	0.40	9700	G	97%	1%	2% 0%	0%	0%	F	0.113	F		10000	G	2003
				To:		Belvidere St									
				From:		Hermitage Rd									
7576) Westbrook Ave	0.08	8200	G	97%	1%	2% 0%	0%	0%	F	0.099	F	0.756	8700	G	2003
Westbrook Ave	0.00	5200	5	J1 /0	1 /0	270 070	J /U	J /0	•	0.000	'	0.700	3700	J	2000
$\overline{}$				From:		I-95 Off Ramp									
7576) Westbrook Ave	0.86	5200	G	97%	1%	2% 0%	0%	0%	F	0.105	F	0.69	5500	G	2003
				To:		Brook Rd									
				From:		Hull St									
		4000	G	81%	11%	6% 3%	1%	0%	F	0.163	F		1300	G	2003
21st Street	0.07	1200					. , .	-,0						_	_550
21st Street	0.07	1200	·	To:											
21st Street	0.07	1200		_		Decatur St 21st Street									,
21st Street  7577) Decatur St	1.07	3400	G	To:	11%	Decatur St	1%	0%	F	NA			3500	G	2003

Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle		2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Richmond															
Cofor Pd	0.07	4400	G	From:	110/	Hopkins Rd 6% 3%	1%	00/	_	0.002	_	0.641	4700	C	2002
Cofer Rd	0.97	4400	G	81%	11%			0%	F	0.093	F	0.641	4700	G	2003
						Jeff Davis Hwy	<u> </u>	l							
<u></u>	0.00	4000	_	From:	4.40/	22Nd St	40/	00/	_	0.00	_	0.000	4700	•	0000
₇₅₇₉ Leigh St	0.80	1600	G	81%	11%	6% 3%	1%	0%	F	0.09	F	0.628	1700	G	2003
				To: From:		35Th St									
Glenwood Ave	0.34	1900	G	81%	11%	6% 3%	1%	0%	F	0.103	F	0.588	2000	G	2003
				To:		Government Ro	i								
				From:		Hermitage Rd		l							
7580) Bellevue Ave	0.85	2300	G	81%	11%	6% 3%	1%	0%	F	0.102	F	0.744	2500	G	2003
				To:		Chamberlayne A	ve								
				From:		Boulevard									
Robin Hood Rd	0.51	17000	G	81%	11%	6% 3%	1%	0%	F	0.091	F	0.560	18000	G	2003
302				To		I-95 On Ramp									
				From:		Broad St		<u> </u>							
Chimborazo Blvd	0.56	1100	G	81%	11%	6% 3%	1%	0%	С	0.094	F	0.518	1200	G	2003
Chimborazo Bivd	0.50	1100	3	To:	11/0	Oakwood Ave	1 /0	0 /0		0.034	•	0.010	1200	J	2000
								<u> </u>							
Torminal Assa	1.00	2000	•	From:	40/	Jeff Davis Hwy		00/	0	0.000	_	0.550	2400	0	2000
Terminal Ave	1.03	2900	G	96% To:	1%	1% 0%	1%	0%	С	0.092	F	0.556	3100	G	2003
_						Belt Blvd									
			_	From:		Broad Street					_			_	
31st Street	1.20	3100	G	96%	1%	1% 0%	1%	0%	F	0.090	F	0.523	3300	G	2003
				To:		Nine Mile Rd									
^				From:		Hermitage Rd									
₅₈₆ Brookland Pkwy	0.83	6900	G	96%	1%	2% 0%	0%	0%	F	0.094	F	0.551	7400	G	2003
<u> </u>				To:		Brook Rd									
P ₅₈₆ Brookland Park Blvd	0.23	9600	G	96%	1%	2% 0%	0%	0%	F	0.087	F	0.631	10000	G	2003
333				т											
7586) Brookland Park Blvd	1.01	13000	G	From: 96%	1%	Chamberlayne A 2% 0%	ve 0%	0%	C	0.079	F	0.608	13000	G	2003
Brookland Park Blvd	1.01	13000	G	90%	170			076	С	0.079	Г	0.000	13000	G	2003
^				From:		Richmond-Henrico									
₇₅₈₆ ) Brookland Park Blvd	0.56	10000	G	96%	1%	2% 0%	0%	0%	F	0.085	F	0.584	11000	G	2003
				To: From:		Dill Ave									
Dill Ave	0.40	E700	_		00/	Brookland Park B		00/	0	0.400	_	0.044	0000	0	2002
Dill Ave	0.40	5700	G	98% To:	0%	1% 0%	0%	0%	С	0.109	F	0.644	6000	G	2003
						NCL Richmond	1								
O			_	From:		Broad St			_		_			_	
25th Street	0.76	6100	G	98%	0%	1% 0%	0%	0%	F	0.084	F	0.595	6500	G	2003
<u> </u>				To:		Nine Mile Rd									
<u> </u>		<del></del>		From:		Hermitage Rd				<del></del>					
Overbrook Ave	1.51	8700	G	98%	0%	1% 0%	0%	0%	F	0.088	F	0.609	9200	G	2003
<u> </u>				To:		North Ave	_								
				From:		Boulevard									
7590) Leigh St	0.59	8600	G		1%		1%	0%	С	0.105	F	0.686	9100	G	2003
Leigh St	0.59	8600	G	93%	1%	Boulevard 3% 1%	1%	0%	С	0.105	F	0.686	9100	G	2003
				93%		Boulevard 3% 1% Hermitage Rd									
O Ladah Ot	0.59	8600 9200	G G	93%	1%	Boulevard 3% 1%  Hermitage Rd 3% 1%	1%	0%	C F	0.105 0.095	F	0.686	9100	G G	
<u> </u>				93% From: 93%		Boulevard 3% 1% Hermitage Rd									
Leigh St				93% From: 93% From: 93% To:		Boulevard 3% 1%  Hermitage Rd 3% 1%  Harrison St									
Leigh St	0.72	9200		93%  To: 93%  To: To:		Boulevard 3% 1%  Hermitage Rd 3% 1%  Harrison St				0.095			9800		
Leigh St	0.72	9200 NA		93%  To: 93%  To: From:		Boulevard 3% 1%  Hermitage Rd 3% 1%  Harrison St SR 33				0.095 NA			9800 NA		
Leigh St  Septiment of Street	0.72	9200		93%  To:  From:  To:  From:		Boulevard 3% 1%  Hermitage Rd 3% 1%  Harrison St SR 33  Carrington St O St				0.095			9800		
Leigh St  Sourcet	0.72	9200 NA		93%  To: 93%  To: To:		Boulevard 3% 1%  Hermitage Rd 3% 1%  Harrison St SR 33  Carrington St				0.095 NA			9800 NA		
Leigh St  Sourcet	0.72	9200 NA		93%  To:  From:  To:  From:		Boulevard 3% 1%  Hermitage Rd 3% 1%  Harrison St SR 33  Carrington St O St				0.095 NA			9800 NA		
Carrington Street	0.72	9200 NA		93%  To   From   93%  To   From   To   From   To   From		Boulevard 3% 1%  Hermitage Rd 3% 1%  Harrison St SR 33  Carrington St O St  N 25th St				0.095 NA			9800 NA		2003
Carrington Street	0.72 0.10 0.38	9200 NA NA	G	93%  50  10  10  10  10  10  10  10  10  10	1%	Boulevard 3% 1%  Hermitage Rd 3% 1%  Harrison St SR 33  Carrington St O St  N 25th St  Lombardy St 3% 1%	1%	0%	F	0.095 NA NA	F	0.613	9800 NA NA	G	2003
Leigh St  7590 O Street  7590 Carrington Street	0.72 0.10 0.38	9200 NA NA	G	93%	1%	Boulevard 3% 1%  Hermitage Rd 3% 1%  Harrison St SR 33  Carrington St O St  N 25th St  Lombardy St	1%	0%	F	0.095 NA NA	F	0.613	9800 NA NA	G	2003 2003 2003 2003

Table   Packer   Pa							City of Richm	iond								
Main Street	Route	Length	AADT	QA	4Tire	Bus			2Trail	QC		QK		AAWDT	QW	Year
Main	City of Richmond															
Bload No.   Proceedings   Procedings   Procedings   Procedings   Procedings   Proceedings   Proceedings   Procedings   P	O														_	
Second   S	(7593) 14th Street	0.21	12000	G	93%	1%		1%	0%	F	0.087	F	0.650	13000	G	2003
### 1000 G 200 ### 250 bth Street					To:		Broad St									
Second   S	^						Cary St									
## Depart   Company   Comp	7595) 9th Street	0.22	11000	G	93%	1%	3% 1%	1%	0%	F	0.13	F		11000	G	2003
## Depart   Company   Comp					To		Grace St									
Property	7595) 9th Street	0.08	8600	G		1%		1%	0%	F	0.12	F		9100	G	2003
Company   Comp	1000				To:											
Lorib St   Chamberlay Azalea Ave   0.13   18000   G   95%   1%   3%   1%   0%   0%   F   0.095   F   0.581   19000   G   200	Oth Chroat	0.00	0400			40/		40/	00/		0.440			0000		2002
Compared Nate   Compared Nat	7595) 9111 311 661	0.23	9100	G		170		1 70	0%	Г	0.113	Г		9000	G	2003
Mestgate Dr									!							
	<u> </u>			_	<u> </u>					_		_			_	
	₇₅₉₆ ) Azalea Ave	0.13	18000	G		1%			0%	F	0.095	F	0.581	19000	G	2003
Westgate Dr   0.51   600   G   95%   1%   3%   1%   0%   0%   0%   F   0.103   F   0.872   630   G   200					To:		ECL Richmo	nd								
Chamberdup St   Color   Chamberdup Rd   Cham					From:		Huguenot R	d								
Calculation	Westgate Dr	0.51	600	G	95 <u>%</u>	1%	3% 1%	0%	0%	F	0.103	F	0.872	630	G	2003
Ladies Mile Rd					To:		Cedar Grove	9								
Ladies Mile Rd					From:		Chamberlayne	Ave	I							
Mesadowkindge Rd	7598) Ladies Mile Rd	1.39	3800	G	95%	1%			0%	F	0.095	F	0.671	4000	G	2003
Mosby St   0.14   7000   G   95%   1%   3%   1%   0%   0%   0%   F   0.086   F   0.58   7400   G   200					To:		Meadowbridge	Rd								
Mosby St   0.14   7000   G   95%   1%   3%   1%   0%   0%   0%   F   0.086   F   0.58   7400   G   200					From:		Venable St									
M.I. King Bridge   Fairmount Ave   Fairmount	Moshy St	0 14	7000	G	95%	1%		0%	0%	F	0.086	F	0.58	7400	G	2003
Famount Ave	7599) WOODY OT	0.14	7000	Ŭ		170			070	•	0.000	•	0.00	7-100	O	2000
Mechanics   Mech					From:			_								
Fairfield Ave	Mechanicsville Tnpk	0.42	11000	G	95%	1%			0%	С	0.078	F	0.648	12000	G	2003
Colorado Ave   Colo	333															
Combardy St					From:				1							
Idlewood Ave	Lombardy St	0.49	510	G		1%			0%	F	0.095	F	0.565	540	G	2003
Parkwood St	7801) 2011.Baray 81	0.10	0.0			170				•	0.000	•	0.000	0.10	Ū	2000
Lombardy St   0.86   4000   G   95%   1%   2%   0%   1%   0%   C   0.096   F   0.579   4200   G   2000					From:											
Leigh St	7601) Lombardy St	0.86	4000	G	95%	1%			0%	С	0.096	F	0.579	4200	G	2003
Combardy St					To:											
Brook Rd		0.40	0500			40/		40/	00/		0.000		0.500	40000		2002
Colorado Ave   Colo	7601) Lorribardy St	0.49	9500	G	95%	170	2% 0%	170	0%	Г	0.069	Г	0.529	10000	G	2003
Chambertayne Ave   Chambertayn					To: From:		Brook Rd									
Maury St Ramps   0.41   23000   G   95%   1%   3%   19%   0%   0%   F   0.08   F   0.576   24000   G   2000	₇₆₀₁ ) Lombardy St	0.35	6800	G	95%	1%	2% 0%	1%	0%	F	0.079	F	0.588	7200	G	2003
Maury St Ramps   0.41   23000   G   95%   1%   3%   1%   0%   0%   F   0.08   F   0.576   24000   G   2000					To:		Chamberlayne	Ave								
Maury St Ramps   0.41   23000   G   95%   1%   3%   1%   0%   0%   0%   F   0.08   F   0.576   24000   G   2000					From:		Maury St									
Tool   L95	7602 Maury St Ramps	0.41	23000	G	95%	1%		0%	0%	F	0.08	F	0.576	24000	G	2003
Meadow St   1.49   4900   G   96%   1%   2%   1%   1%   0%   F   0.09   F   0.526   5200   G   2000					To:		I-95									
Meadow St   1.49   4900   G   96%   1%   2%   1%   1%   0%   F   0.09   F   0.526   5200   G   2000					From:		Colorado Av	e								
Tem   US 33; Hermitage Rd   US 33; Hermitage Rd   Meadow St   Me	7603 Meadow St	1.49	4900	G	96%	1%			0%	F	0.09	F	0.526	5200	G	2003
Hermitage Rd   1.16   6600   G   96%   1%   2%   1%   1%   0%   C   0.088   F   0.519   7000   G   2000	7003				_											
Robin Hood Rd   Robin Hood R					From:											
Robin Hood Rd   Robin Hood R	7603) Hermitage Rd	1.16	6600	G	96%	1%	2% 1%	1%	0%	С	0.088	F	0.519	7000	G	2003
Hermitage Rd   0.12   7800   G   96%   1%   2%   1%   1%   0%   F   0.105   F   0.967   8300   G   2000					To:		Robin Hood I	Sq								
Ramps from I-95   Ramps from	7603 Hermitage Rd	0 12	7800	G		1%			0%	F	0.105	F	0.967	8300	G	2003
Hermitage Rd   0.20   4900   G   96%   1%   2%   1%   1%   0%   F   NA   5100   G   2000	7003)	0.12	. 550	-	30 /0	. 70				•	5.100	•	2.001	5550	_	_500
Tor   Brookland Pkwy   From:   127-7608 Venable St   NA   NA   NA   NA   NA   NA   NA   N			4											-15-	_	
From   127-7608 Venable St	Hermitage Rd	0.20	4900	G		1%			υ%	F	NA			5100	G	2003
22nd Street 0.30 NA	<u> </u>						Brookland Pk	wy								
To   SR 33   From:   Fairmount Ave   From:   North A	<u> </u>				From:		127- 7608 Venal	ole St								
22nd Street 0.52 1300 G 96% 1% 2% 1% 1% 0% F 0.087 F 0.539 1400 G 2003  To Fairfield Ave    North Ave   From   North Ave   From   North Ave   F 0.085 F 0.505 4600 G 2003	22nd Street	0.30	NA								NA			NA		
22nd Street 0.52 <b>1300 G</b> 96% 1% 2% 1% 1% 0% F 0.087 F 0.539 1400 G 2003 F 0.087 F 0.539 1400 G 2003 F 0.085 F 0.539 1400 G 2003 F 0.085 F 0.505 4600 G 2003 F 0.085 F 0.085 F 0.505 4600 G 2003 F 0.085 F 0.085 F 0.505 4600 G 2003 F 0.085 F 0.085 F 0.505 4600 G 2003 F 0.085 F 0.085 F 0.505 4600 G 2003 F 0.085 F 0.085 F 0.085 F 0.085 F 0.505 4600 G 2003 F 0.085					To:											
Form: Fairfield Ave    From: North Ave	<u> </u>														-	
From: North Ave    North Ave	22nd Street	0.52	1300	G		1%			0%	F	0.087	F	0.539	1400	G	2003
7606) Dove St 0.23 <b>4300 G</b> 96% 1% 2% 1% 1% 0% F 0.085 F 0.505 4600 G 2000					To:		Fairfield Av	e								
	_				From:		North Ave									
	7606) Dove St	0.23	4300	G	96%	1%		1%	0%	F	0.085	F	0.505	4600	G	2003
	$\mathcal{O}$															

						City of Richmond								
Route	Length	AADT	QA	4Tire	Bus	Truck 2Axle 3+Axle 1Tra		(JC)	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Richmond							-							
O Davis Ct	0.00	2700	_	From:	40/	Richmond-Henrico Tnpk	00/	_	0.004	_	0.500	4000	0	2002
7606 Dove St	0.28	3700	G	95%	1%	3% 0% 0%	0%	F	0.084	F	0.530	4000	G	2003
						2Nd Ave								
O 14 11 01	0.00		_	From:	40/	17Th St	00/		0.000	_	0.075	0.400	_	0000
(7608) Venable St	0.20	2300	G	95%	1%	3% 0% 0%	0%	С	0.086	F	0.675	2400	G	2003
				To: From:		Mosby St								
7608) Venable St	0.45	5100	G	95%	1%	3% 0% 0%	0%	F	0.088	F	0.621	5400	G	2003
$\cup$				To:		25Th St								
				From:		Jackson St								
7609) 4th Street	0.48	4900	G	95%	1%	2% 0% 0%	0%	F	0.130	F	0.720	5200	G	2003
				To:		CTL C		Ì						
7609) 4th Street	0.54	3800	G	95%	1%	5Th St 2% 0% 0%	0%	F	0.099	F	0.632	4000	G	2003
4th Street	0.54	3000	G	95 /6	1 /0	270 070 070	0 76		0.099		0.032	4000	G	2000
$\widehat{}$				From:		Willow St								
7609 4th Street	0.62	5200	G	95%	1%	2% 0% 0%	0%	F	0.092	F	0.538	5500	G	2003
				To: From:		Brookland Pkwy								
7609) Meadowbridge Rd	0.91	6900	G	95%	1%	2% 0% 0%	0%	С	0.094	F	0.551	7400	G	2003
<u> </u>				To:		NCL Richmond								
				From:		21St								
7610) Jefferson Ave	0.32	3800	G	95%	1%	2% 0% 0%	0%	l F	0.094	F	0.673	4100	G	2003
7010)				To:		25Th St								
				From:										
7611) Stony Point Rd	0.26	7300	G	97%	1%	Huguenot Rd 1% 0% 0%	0%	l F	0.115	F	0.561	7700	G	2003
Stony Point Rd	0.20	7300	•	To:	1 /0	Evansway Lane	070	'	0.113	'	0.501	1100	J	2000
				From:		Stony Point Rd								
7611) Evansway Ln	0.72	5000	G	97%	1%	1% 0% 0%	0%	С	0.112	F	0.714	5300	G	2003
				To:				l						
Codor Crovo Pd	0.76	2200	G	97%	10/	Westgate Dr	00/		0.004	F	0.657	2200		2002
7611) Cedar Grove Rd	0.76	2200	G	97 % To:	1%	1% 0% 0%	0%	F	0.094	Г	0.657	2300	G	2003
				From:		Pondera Dr Pondera Rd								
7611) Croatan Rd	0.52	430	G	97%	1%	1% 0% 0%	0%	F	0.121	F	0.5	460	G	2003
7611) Croatan Ro	0.02	.00	•	To:	170	Cherokee Rd	070		0.121	•	0.0	100	Ü	2000
				From:										
Magnalia St	0.06	9600	G	92%	2%	Meadowbridge Rd 3% 2% 2%	0%	_	0.084	_	0 504	10000	G	2003
7612 Magnolia St	0.96	9000	G	92 70 To:	Z 70		0%	F I	0.004	F	0.584	10000	G	2003
						Mechanicsville Tnpk								
<u> </u>			_	From:		Main St				_			_	
7614) Williamsburg Rd	1.06	9500	G	92%	2%	3% 2% 2%	0%	С	0.091	F	0.616	10000	G	2003
				To:		Hatcher St								
(7614) Wiliamsburg Rd	0.74	10000	G	92%	2%	3% 2% 2%	0%	F	0.086	F	0.589	11000	G	2003
				To:		Government St.								
				From:		Main St								
7616) Orleans St	0.21	2100	G	94%	1%	4% 0% 0%	0%	F	0.126	F	0.537	2200	G	2003
7010) 3.134.13 31	0.2.		•	To:	.,,	Williamsburg Rd	0,0		00	•	0.00.			
				From:										
						Mechanicsville Tnpk		۱ _	0.000	F	0.582	5700	0	2002
Fairfield Ave	0.20	5400	G	94%	1%	4% N% N%	O%	_	() MXU					
7618) Fairfield Ave	0.20	5400	G	94%	1%	4% 0% 0%	0%	F	0.089	'	0.302	3700	G	2003
-				To: From:		20Th St								
	0.20	5400 4700	G G	From: 94%	1%	20Th St 4% 0% 0%	0% 0%	C	0.089	F	0.625	5000	G	
7618) Fairfield Ave				To: From:		20Th St								
-				From: 94%		20Th St 4% 0% 0%								
7618) Fairfield Ave				From: 94%		20Th St 4% 0% 0% ECL Richmond								2003
7618) Fairfield Ave	0.91	4700	G	From:  94%  To:	1%	20Th St  4% 0% 0%  ECL Richmond  Fairfield Ave  2% 1% 1%  Hospital St	0%	С	0.098	F	0.625	5000	G	2003
7619 17th Street	0.91	4700 8200	G	94% To:  From:  96% To:  From:	1%	20Th St  4% 0% 0%  ECL Richmond  Fairfield Ave  2% 1% 1%  Hospital St  5Th St	0%	С	0.098	F	0.625	5000 8700	G G	2003
7619 17th Street	0.91	4700	G	From: 94% To: From: 96% To: To: Prom: Prom	1%	20Th St  4% 0% 0%  ECL Richmond  Fairfield Ave  2% 1% 1%  Hospital St	0%	С	0.098	F	0.625	5000	G	2003
7619) 17th Street	0.91	4700 8200	G G	94% To:  From:  96% To:  From:	1%	20Th St  4% 0% 0%  ECL Richmond  Fairfield Ave  2% 1% 1%  Hospital St  5Th St	0%	С	0.098	F	0.625	5000 8700	G G	2003
7618) Fairfield Ave	0.91	4700 8200	G G	From: 96% To: 96%	1%	20Th St  4% 0% 0%  ECL Richmond  Fairfield Ave  2% 1% 1%  Hospital St 5Th St  2% 1% 1%  17Th St	0%	С	0.098	F	0.625	5000 8700	G G	2003
7619 17th Street	0.91	4700 8200	G G	From: 96% To: 96% To: 96%	1%	20Th St  4% 0% 0%  ECL Richmond  Fairfield Ave  2% 1% 1%  Hospital St  5Th St  2% 1% 1%	0%	С	0.098	F	0.625	5000 8700	G G	2003 2003 2003 2003

						City of	Richmo	ond								
Route	Length	AADT	QA	4Tire	Bus	2Axle	Trı 3+Axle	uck 1Trail	2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Richmond									1							
North Ave	0.45	6300	G	96%	1%	2%	Hill St 1%	1%	0%	F	NA			6600	G	2003
North Ave	0.79	10000	G	97%	1%	1%	Poe St 0%	0%	0%	F	0.08	F	0.536	11000	G	2003
North Ave	1.64	6000	G	97% To:	1%	1%	0% Derlayne A	0%	0%	С	0.082	F	0.564	6400	G	2003
				From:			ospital St		1							
Valley Rd	0.41	3000	G	98% To:	1%	1%	0% d-Henrico	0% Tnpk	0%	F	0.089	F	0.582	3200	G	2003
Richmond-Henrico Tnpk	1.18	2100	G	98%	1%	1%	alley Rd 0%	0%	0%	С	0.096	F	0.609	2200	G	2003
Richmond-Henrico Tnpk	0.29	1600	G	From: 98%	1%	Brookla 1%	and Park B 0%	lvd 1%	0%	F	0.091	F	0.542	1700	G	2003
Richmond-Henrico Tnpk	0.45	1900	G	98% To:	1%	1%	0% Richmon	1%	0%	С	0.096	F	0.656	2000	G	2003
				From:			erlayne Pk		1							
Brook Rd	0.70	7800	G	94%	2%	2%	0%	1%	0%	С	0.097	F	0.506	8200	G	2003
7625 Brook Rd	0.66	12000	G	94%	2%	2%	nbardy St 0% and Park B	1%	0%	F	0.098	F	0.635	13000	G	2003
7625 Brook Rd	0.85	12000	G	98%	1%	1%	0% Irnum Ave	0%	0%	С	0.098	F	0.655	12000	G	2003
7625 Brook Rd	1.18	13000	G	98% To:	1%	1%	0% Richmone	0%	0%	F	0.095	F	0.609	14000	G	2003
7627) Crenshaw Ave	0.25	580	G	98% To:	1%	1%	Cary St	0%	0%	F	0.136	F		620	G	2003
							ove Ave		<u> </u>							
Thompson St	0.08	14000	G	98%	1%	1%	0%	0%	0%	F	0.106	F	0.591	15000	G	2003
7629 Thompson St	0.89	16000	G	98% To:	1%	1%	0% Sroad St	0%	0%	F	0.124	F		16000	G	2003
				From:			Cary St									
7631) Hamilton St	0.25	1800	G	92%	1%	5%	1% ove Ave	1%	0%	F	0.104	F	0.623	1900	G	2003
Hamilton St	0.60	2900	G	92%	1%	5%	1% ument Av	1%	0%	F	0.097	F	0.690	3100	G	2003
Hamilton St	0.27	3100	G	92%	1%	5%	1%	1%	0%	F	0.099	F		3300	G	2003
7631) Hamilton St	0.61	5500	G	92% To:	1%	5%	road St 1% twood Ave	1% e	0%	С	0.122	F	0.764	5800	G	2003
Roseneath Rd	0.76	1500	G	92% _{To} .	1%	5%	rove Ave 1% Broad St	1%	0%	F	0.114	F	0.699	1500	G	2003
7637) Rady St	0.49	1300	G	92% To:	1%	Ма 5%	ignolia St 1% Dill Ave	1%	0%	F	0.085	F	0.661	1400	G	2003
7639) Westmoreland St	0.25	2200	G	From: 92%	1%		Cary St	1%	0%	F	0.091	F	0.593	2300	G	2003
7639) Westmoreland St	1.04	3700		70° From: 92%	1%		ove Ave	1%	0%	· 	0.096	· F	0.622	4000	 G	2003
7009	1.54			To:	1 /0		road St	170	7,0		0.000	•	0.022	1000		_000

						City of Riching	Jilu								
Route	Length	AADT	QA	4Tire	Bus	Tr 2Axle 3+Axle			$\Omega$ C	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Richmond				-											
(7641) Libbie Ave	0.29	7300	G	98%	0%	Cary St 1% 0%	1%	0%	F	0.078	F	0.52	7800	G	2003
			_	To: From:		Grove Ave									
(7641) Libbie Ave	0.72	14000	G	98% To:	0%	1% 0% NCL Richmon	1% d	0%	С	0.087	F	0.555	14000	G	2003
				From:			-								
(7643) Maple Ave	0.57	1400	G	94%	2%	Cary St 4% 0%	0%	0%	С	0.120	F	0.731	1500	G	2003
				To- From:		Guthrie Ave Maple Ave									
(7643) Guthrie Ave	0.12	740	G	98%	0%	1% 0%	0%	0%	F	0.113	F	0.55	790	G	2003
				To:		Libbie Ave									
_				From:		Cary St									
7645 Three Chopt Road	0.60	12000	G	98%	0%	1% 0%	0%	0%	С	0.091	F	0.546	13000	G	2003
O 71 01 15 1				From:	201	Towana Rd	201	201			_		40000	_	
7645 Three Chopt Road	0.79	9900	G	98%	0%	1% 0%	0%	0%	F	0.085	F	0.509	10000	G	2003
Three Chapt Bood	0.25	12000	G	From: 98%	00/	Hanover Ave	0%	00/		0.004		0.521	14000		2002
7645 Three Chopt Road	0.35	13000	G	98% To:	0%	1% 0%		0%	F	0.084	F	0.521	14000	G	2003
				From:		WCL Richmon Hopkins Rd	u	<u>l</u>							
(7691) Warwick Rd	0.74	11000	G	96%	1%	2% 0%	1%	0%	С	0.084	F	0.587	12000	G	2003
(7691) Warwick Rd	0.14	. 1000	•	70: To:	1 /0	Broad Rock Bly		3 /0	J	0.004	'	0.001	12000	J	2000
				From:											
(7722) Willow Lawn Dr	0.29	6200	G	96%	1%	Patterson Ave	1%	0%	F	0.094	F	0.505	6500	G	2003
(7722) WIIIOW EdWIT BI	0.20	0200	Ŭ	To:	170	NCL Richmon		070	•	0.004	•	0.000	0000	Ü	2000
				From:		Trigg Street									
1st Avenue		2500	G	<u> </u>		111,55,54,000				0.093	F		2600	G	2003
				To:		2nd Ave									
				From:		Broad St									
1st Street		4300	G					•		NA			4500	G	2003
				To:		Marshall St									
4-t Obsest		0700	_	From:		Main St				0.404	_		0000	_	0000
1st Street		2700	G	To:		ComvSt				0.101	F		2800	G	2003
				г.		Cary St		1							
24th Street		1200	G	From:		R St				0.078	F		1300	G	2003
24(1) 3(1) 66(		1200	G	To:		Fairmount Ave	a .			0.076	Г		1300	G	2003
				From:											
2nd Avenue		2300	G			1St Ave				0.071	F		2400	G	2003
ZIIG AVGIIGE		2000	3	To:		Brookland Pk B	lvd	1		0.07 1	'		2-100	J	2000
				From:		Dupont Ave	-								
Atlantic Ave		220	G	<u> </u>		Dupont Ave				0.146	F		230	G	2003
				To:		Navrone Ave									
				From:		Henri Rd									
Bay Street		160	F	97%	2%	1% 0%	0%	0%	С	0.122	F	0.65	160	F	2003
				To		Somerset Ave									
				From:		Commerce Ro	1						-		
Bells Rd		4900	G	71%	0%	2% 6%	21%	0%	F	0.1	F	0.584	5200	G	2003
				To:		Deepwater Termin									
				From:		SCL Richmon	d								
Belmont Rd		5900	G	<u> </u>						0.093	F		6100	G	2003
				To:		Walmsley Blv	d								
				From:		Sheridan Ln									
Boroughbridge Rd		1700	G							0.078	F		1800	G	2003
				To:		Tilford Rd									
				From:		Dorset Rd									
Brittannia Rd		350	G							0.124	F		370	G	2003
				To:		Clydewood Ro	i								

				City of Richmond							
Route	Length AADT	QA	4Tire	BusTruckTruck-2Axle 3+Axle 1Trail 2Trail	-0C	K Factor	QK	Dir Factor	AAWDT	QW	Year
tv of Richmond			From:	Falling Croak Ava	1						
Caldwell Ave	540	G		Falling Creek Ave	j	0.101	F		570	G	2003
			To:	Pate Ave		0	•		0.0		
			From:	Creedmore St							
Carlisle Ave	1400	G			-	0.089	F	0.513	1500	G	2003
			To:	Central Ave							
0 : 1 0:	400		From:	24Th St		0.405	_		470	_	000
Carrington St	160	G	To:	25Th St	1	0.185	F		170	G	200
			From:								
Cary St	6300	G		9Th St	į	0.090	F		6700	G	200
			To:	14Th St			-				
			From:	Dale Ave							
Castlewood Rd	3000	G	-		•	0.079	F	0.640	3200	G	200
			To:	Lancelot Ave							
			From:	Legions Ave							
Chapel Dr	1300	G	To:		1	0.081	F		1400	G	200
			10.	Bundy Ave							
Cheyenne Rd	150	G	From:	Cherokee Rd		0.131	F		160	G	200
Cheyenne Ku	150	G	To	Yuma Rd	1	0.131			100	G	200
			From:	Banister Ln	1						
Clarendon Dr	100	G	<u> </u>	Banister En	1	0.099	F		100	G	200
			To:	Channing Ln							
			From:	Walmsley Blvd							
Commerce Rd	4500	G			= =	0.128	F	0.844	4800	G	200
			To-	Trenton Ave							
			From:	Chatham Rd						_	
Confederate Ave	540	G	To:	Cl. I + DI	1	0.109	F		570	G	200
			From:	Glouchester Rd							
Cooks Rd	870	G	From:	Alaska Dr	]	0.087	F		920	G	200
COOKS IN	070	G	To:	Allwood Ave	1	0.007	'		320	O	200
			From:	Nine Mile Rd							
Creighton St	2500	G	<u> </u>	Time Time Tid	1	0.082	F	0.505	2600	G	200
			To:	Walcott Pl							
			From:	Castlewood Rd							
Dale Avenue	390	F				0.109	F	0.667	390	F	200
			To:	US 1							
D W . T		_	From:	Bells Rd	]	0.440	_	0.550	4000	_	000
Deep Water Terminal R	1100	G	71% To:	0% 2% 6% 21% 0% Richmond Deep Water Terminal	C 1	0.110	F	0.553	1200	G	200
			From:								
Deepwater Terminal Rd	1100	G		Port Of Richmond	j	0.119	F		1200	G	200
2000110101110111111011111111			To:	Deepwater Terminal Connector		01110	•		00		
			From:	Floral Ave							
Deloak Ave	210	G			_	0.100	F		220	G	200
			To:	Greystone Ave							
			From:	Tennyson Ave							
Derwent Rd	1000	G	, T	0. 1	1	0.102	F		1100	G	200
			To:	Stansbury Ave	<u> </u>						
Dotor Dd	500	_	From:	Laveta Rd	J	0.000	_			_	200
Deter Rd	520	G	To:	Lasalle Dr	1	0.096	F		550	G	200
			From:	New kent Rd	I						
Dorchester Rd	170	G	<u> </u>	INCW ROLL RU	j	0.109	F		180	G	200
		_	To:	Burton Rd	1		•			-	
			-								

				City of Richmond							
Route	Length AADT	QA	4Tire	BusTruck 2Axle 3+Axle 1Trail 2Trail	O.C.	K Factor	QK	Dir Factor	AAWDT	QW	Year
tv of Richmond			From:	Waldor Ave							
Dorset Rd	790	G		waidor Ave		0.100	F		830	G	2003
20.000.114			To:	Pusey Ln		000	•				
			From:	French St							
Douglasdale Rd	3700	G				0.104	F		3900	G	2003
			To:	Belmont Ave							
<b>5</b>			From:	41St Street			_				
Dunston Ave	240	G	To:	Roanoke St	1	0.103	F		250	G	200
			From:	Hull St							
Elkhardt Rd	6700	G		riuli St		0.083	F		7100	G	200
			To:	Whitehead Rd			-				
			From:	Montrose Ave							
Essex St	190	G				0.091	F		200	G	200
			To:	Edgewood Ave							
			From:	Nottoway Ave							
Faquier Ave	730	G	To:		İ	0.114	F	0.607	770	G	200
			10.	Claremont Ave							
Franklin St	210	G	From:	Spokane St		0.108	F		230	G	200
Trankiii St	210	G	To:	Willow Lawn Dr		0.100			230	G	200
			From:	Heartwood Rd							
Glyndon Ln	300	G	<u> </u>	ricanwood Ku		0.138	F		320	G	200
,			To:	Rettig Rd							
			From:	Matoaka Rd							
Granite Ave	860	G				0.109	F		910	G	200
			To:	Tuckahoe Ave							
			From:	Hazelhurst Rd							
Hunt Ave	2900	G	To:	W 1 1 1 1 1 1 1	İ	0.093	F		3100	G	200
				Meadowbridge Rd							
Junalaska Dr	380	G	From:	Junaluska Ct		0.088	F	0.754	400	G	200
Juliaiaska Di	300	G	To:	Blakemore Rd		0.000		0.754	400	G	200
			From:	Sterncroft Dr							
Kenmore Rd	380	G	<u> </u>	Sterneroit Bi		0.091	F		400	G	200
			To:	Kenmore Cir							
			From:	Shadybrook Ln							
Kirby Road	650	F	100%	0% 0% 0% 0% 0%	С	0.097	F	0.7	650	F	200
			To:	Brookhaven Rd							
			From:	Monecrest Ave			_				
Lanewood Dr	90	G	To:	Hoy Ave	İ	0.146	F		90	G	200
			From:	Ilex Ave							
Lorraine Ave	210	G	FIOII.	Stratford Dr		0.173	F	0.595	220	G	200
Lorraine / We	210	Ŭ	To:	Newport Rd		0.170	•	0.000	220	Ü	200
			From:	27Th St							
M Street	1900	G	<u> </u>	2,31.5,	ļ	NA			2000	G	200
			To	28Th St							
			From:	Clemson Ave							
Mike Rd	190	G			i.	0.102	F		200	G	200
			To:	Gavan Ave	<u> </u>						
		_	From:	Fritz St		0.0==	_			_	
Monteiro St	4500	G	To:	Dog Ct	1	0.072	F		4700	G	200
			From:	Poe St							
Moss Side Ave	1100	G	r tom.	Laburnum Ave		0.08	F		1200	G	200
WIGGO GIAC AVE	1100	3	To:	Henrico Blvd		0.00	•		1200	J	200
				x							

					City of Richmor	ıa								
Route	Length AADT	QA	4Tire	Bus	Tru		2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Yea
ty of Richmond														
National Street	580	F	99%	1%	Government Rd 0% 0%	0%	0%	С	0.095	F	0.702	580	F	200
			To:		Creedmore St									
			From:		Jahnke Rd									
Newell Rd	2400	G							0.083	F		2500	G	200
			To:		Huntland Rd									
			From:		Sulgrave Rd									
Nottingham Rd	170	G							0.113	F		170	G	200
			To:		Dover Rd									
			From:		Grove Ave									
Oak Lane	280	G	<u></u>						0.118	F	0.514	300	G	200
			To:		Stratford Cres									
			From:		Westbrook Ave									
Old Brook Rd	5100	G	96%	1%	1% 1%	1%	0%	С	0.099	F	0.513	5400	G	200
Old Brook Nd	3100	J	To:	170	Westminister Ave		070	O	0.000	'	0.010	3400	O	200
_			From:			,	L							
Old Holly Rd	400	_	rioiii.		Hickory Rd				0.400	_		440	0	000
	100	G	To:		0.11 00.1				0.108	F		110	G	200
					Oakleaf Rd									
			From:		Gloucester Rd									
Palmyra Ave	250	G							0.094	F		270	G	200
			To:		Lament St									
Patsy Anne Dr			From:		Columbine Rd								-	
	550	G	<u></u>						0.093	F		580	G	2003
			To:		Rebecca Rd									
			From:		Larchmont Ln									
Peyton St	370	G			Larchmont En				0.102	F		390	G	200
	0.0	•	To:		Mardick Rd				0.102	•		000	Ü	
			From:											
Pilots Ln	4000	_	rioin.		North Ave				0.000	_		4700	_	200
	1600	G	To:		EGI D. I				0.093	F		1700	G	200
					ECL Richmond									
Plum Street			From:		W Main St									
	510	F	99 <u>%</u>	0%	0% 0%	0%	0%	С	0.079	F	0.667	510	F	200
			To:		Floyd Ave									
Pollock Street			From:		Dill Ave									
	580	F	99%	0%	0% 0%	0%	0%	С	0.095	F	0.593	580	F	200
			To:		4th Ave									
			From:		Hermitage Rd									
Princeton Rd	150	G	<u> </u>						0.103	F		160	G	200
			To:		Pope Ave									
			From:		Orlando Rd		<u> </u>							
S Kinsley Ave	280	G			Onanio Kd				0.099	F		290	G	200
	200	9	To:		Leake Rd				0.033	'		230	J	200
Scher Rd	0400	_	From:		Stony Run Dr				0.000	_	0.504	0000	6	
	2100	G	To:		D: 1		<del></del>		0.082	F	0.504	2200	G	200
					Richmond Rd									
			From:		Franklin St									
Shafer St	700	G							0.091	F		740	G	200
			To:		Grace St									
Sherbrook Road			From:		Halesworth Rd									
	320	F	96%	0%	4% 0%	0%	0%	С	0.099	F	0.697	320	F	200
			To:		Cherokee Rd									
			From:		Huth Rd		T T							
Snead Rd	1000	G	<u> </u>		11uui Ku				0.090	F		1000	G	200
Olicau INI	1000	G	To:		Clearfield St		<del></del> 1		0.080	-		1000	J	200
							1							
			r											
Otavala		_	From:		Stratford Dr				0.400	_	0.50:	400	_	
Stanhope Avenue	160	F	From:		Stratford Dr Brook Rd				0.130	F	0.524	160	F	200

						City o	RICHI	ioria								
Route	Length	AADT	QA	4Tire	Bus			ruck e 1Trail		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Richmond				From:		***			-							
Swanson Rd		1900	G	From:		Wh	itehead I	<u>ld</u>			0.089	F		2000	G	2003
				To:		В	olton Rd				0.000					
Trabue Rd	130			From:	Weyburn Rd											
			G								0.099	F		140	G	2003
				To:		Bi	cknell R	i								
	210			From:		Ch	erokee R	d		0.098						
Traylor Dr		210	G								F		220	G	2003	
				To:		De	enbigh D	r								
				From:		V	enable S									
Tulip St	1300	1300	G							0.073	F	0.603	1400	G	2003	
				To:		Car	rrington S	St								
	180			From:		E	Erich Rd			0.128	F	0.591	180	F	2003	
Wainwright Drive		180	F													
				To:			Irby Dr									
				From:		Ye	ardley D	r								
Westower Dr	2400	2400	G							0.096	F		2500	G	2003	
				To:		Lit	merick D	r								
				From:		Su	issex Av	)								
Whitcomb St	2100	G							0.085	0.085	F	0.503	2300	G	2003	
				To:		Red	lwood A	/e								
Wilton Rd				From:		Ma	atoaka R	i								
	450			-						0.097		F		480	G	2003
				To:		Tuc	kahoe A	ve								
				From:		Stoc	ckwood I	Rd								
Woodhaven Dr		810	G								0.077	F		860	G	2003
				To		All	berene R	d								